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M I N U T E S

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

AT

Headquarters, Cape Cod National Seashore

January 7, 1972

Ninety-sixth Meeting



AGENDA

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

Ninety-sixth Meeting

January 7, 1972

<u>Item</u>	<u>Subject</u>
1.	Adoption of Agenda
2.	Approval of Minutes of Previous Meeting
3.	Communications
4.	Progress Report - Superintendent
5.	Renewal of Certificates of Suspension for Commercial Properties
6.	Oversand Vehicle Management
7.	Camping
8.	Agenda Items and Date for Next Meeting
9.	New Business





The ninety-sixth meeting of the Cape Cod National Seashore Advisory Commission was held on January 7, 1972 at the Administrative Building in the Marconi Station Area, South Wellfleet, Massachusetts. The following members were present:

<u>MEMBERS</u>	<u>Representing</u>
Joshua A. Nickerson, Chairman	Barnstable County
Nathan Malchman, Vice Chairman	Town of Provincetown
Robert A. McNeece, Secretary	Town of Chatham
Ralph A. Chase	Town of Eastham
Chester A. Robinson, Jr.	Secretary of the Interior
Dr. Norton H. Nickerson	Commonwealth of Massachusetts
Linnell E. Studley	Town of Orleans
Esther Wiles	Town of Wellfleet

OTHERS                      National Park Service, U.S. Department of the Interior

Leslie P. Arnberger, Superintendent, Cape Cod National Seashore				
Norton M. Bean, Chief, Visitor Services,	"	"	"	"
Marjorie S. Burling, Secretary	"	"	"	"

ALSO

Charles Orsi, District Supervisor, Massachusetts Department of Natural Resources, representing Arthur W. Brownell (Commonwealth of Massachusetts)

Absent

Arthur W. Brownell (Commonwealth of Massachusetts) and representative for the Town of Truro

1. Adoption of Agenda

It was moved, seconded and VOTED to accept the Agenda as printed.

2. Approval of Minutes of Previous Meeting

It was moved, seconded and VOTED to accept the Minutes of the 95th Meeting as printed, with a few minor corrections.



### 3. Communications

Chairman Nickerson spoke of correspondence he had with Senator Henry M. Jackson, Chairman of the Committee on Interior and Insular Affairs, pertaining to the proposed legislation to authorize a study of Nantucket, Martha's Vineyard and the Elizabeth Islands. Senator Jackson stated he had asked Senator Bible, Chairman of the Subcommittee on Parks and Recreation, to consider holding a hearing on this legislation as soon as practicable, which would probably be later this year.

Mr. Nickerson also reported receiving an invitation from the Nantucket Rotary Club to address the Club on January 19 on the proposed island study, which he planned to attend. The Bill under consideration is merely proposing that a study be made at this time to determine whether there should be an island trust, which would require Federal, State, County and local representation or whether such islands should be made a part of the Cape Cod National Seashore. Mr. Nickerson, after reading the Bureau of Outdoor Recreation's report on islands felt an island trust was more suitable for a smaller group of islands such as those in Casco Bay, Maine rather than those the size of Nantucket and Martha's Vineyard. Mr. Nickerson asked for ideas from Commission members as to how he should reply to questions from the members of the Nantucket Rotary Club on what determined the extent of the area under consideration, how the land is acquired, whether local authorities have any control, and what the functions of an Advisory Commission involve.



Mr. Nickerson also reported on correspondence with the President of the Gulf Oil Company about the possibility of sprucing up its present location at the junction of Head of the Meadow Road and Route 6 in North Truro, known as Dick's Gulf Station. Just prior to the meeting of the Commission on January 7, Mr. Nickerson received a telephone call from a Mr. Cannon of Gulf Oil Company in Wellesley, stating that the oil company was about to renew a five year lease in February on this station and that the company planned to fix up the station by putting on a new brick facade, a mansard type roof, and that signing and lighting would be improved. Plans for this proposal will be submitted to the Seashore before work goes ahead.

#### 4. Progress Report - Cape Cod National Seashore

Superintendent Arnberger presented a progress report of activities at the Cape Cod National Seashore as follows:

Visitation for the calendar year 1971 came to a total of 4,188,300, a new record for Cape Cod. Visitation was up at the two visitor centers with Salt Pond leading the way with 426,836, and Province Lands totaling 229,806. While 1971 was a new high, it is encouraging to note that the increase was only about 5% above last year, which continues the very definite trend of leveling off in visits starting in 1970.

The contract for construction of beach facilities and utilities at Marconi Beach in the amount of \$149,809 was awarded to Loranger Construction Company of New Bedford. The contract has 200 days to run with the official start being made December 6 and completion scheduled



for June 23. However, both the Seashore and the contractor are hopeful that the job can be finished up by mid-May. Good progress is being made so far with the utility trenching from the pumphouse to the beach house complete and the waterline laid. The foundations and footings for the beach house are complete and framing should be going up soon.

Our Land Acquisition Office has been sending out letters during the past week to owners of property improved after 1959 for the purpose of initiating discussions leading to eventual acquisition of these properties. This will be carried out in accord with the general program for land acquisition which was discussed at the last Advisory Commission meeting.

As part of our celebration of the National Park Service Centennial for 1972 we have developed a centennial lecture series to be presented this winter at the Salt Pond Visitor Center. A tentative schedule of this series is among the materials provided to each of you for this meeting.

A so-called Fact Sheet has been prepared in connection with the renewal of the Concession Contract for operation of the Highland Golf Course, currently held by the Town of Truro. The present contract expires December 31, 1972, and procedures call for public notice to be given prior to entering into a new contract. The Fact Sheet follows along





the pattern of the present contract and calls for an improvement program to greens and fairways of not less than \$5,000 spread over the new contract period of five years. The Fact Sheet has been discussed with Truro Selectmen, who have indicated their desire to continue the golf course operation.

We experienced a turn-over in some of our key personnel in 1971, and some new people are joining our organization in 1972. Mr. James Killian came on duty this week as Landscape Architect by transfer from the former Eastern Service Center which has now been consolidated into a new Service Center located in Denver. Mr. James Hankins will enter on duty later in January by transfer from the Chesapeake & Ohio Canal National Historic Park to take Dick Strange's place as District Ranger in the North District, headquartered in Provincetown.

Following the progress report, comments were made as to how visitation figures were reached, and it was stated that the Seashore did realize that many were repeats, and that perhaps a more accurate count of individuals would be somewhere between a half million and a million persons.

Mr. Malchman expressed his disappointment, as well as that of many others, in the slowness with which the Town of Truro was undertaking improvements to the Highland Golf Course. It was felt as a public facility that work should be required to be completed faster. Mr. Arnberger stated that the new contract would call for a minimum of



\$5,000 to be spent on improvements to fairways and greens and that major improvements requiring a substantial investment by the concessioner might be phased in with eventual development of the Highland Light Area in accord with the Development Concept Plan. Mr. Nickerson wondered if a longer term for the concession contract would make the town more willing to complete more extensive improvement in quicker time.

#### 5. Renewal of Certificates of Suspension for Commercial Properties

Mr. Arnberger stated that it was time for the Commission to consider renewal of Certificates of Suspension for Commercial Properties, which would expire on December 31, 1973. Procedures call for the Commission to review these Certificates at the end of three years. They are listed as follows:

#### Certificates expiring December 31, 1973 recommended for renewal for new 5-year term ending December 31, 1978

<u>Name</u>	<u>Description and Owner</u>	<u>Acres</u>
B/P Gas Station	Located on Route 6, Wellfleet, Tract 19-W-5127, operated by Norman F. Berrio	1.2
Clam Bar Restaurant	Located on Route 6, N. Truro, Tract 11-T-2211, owned by Frank H. Thompson	5.41
Governor Prence Motor Lodge	Located on Route 6, N. Truro, Tract 11-T-2212, owned by Delbert M. Johnson, Jr. and Vera R. Johnson	12.1
Hall's Cottages	Located on Cable Rd., N. Eastham, Tract 32-E-6837, owned by Harold T. Hall	1.2



<u>Name</u>	<u>Description and Owner</u>	<u>Acres</u>
Horton's Park	Campground located on S. Highland Rd., N. Truro, Tract 16-T-2502 owned by Sumner C. Horton and M. L. Horton	31.4
Jack's Esso Service Station	Located on Route 6, Truro, Tract 14-T-3516, owned by Murray M. Gutman and Frederick Campbell	1.7
North of Highland, Inc.	Campground, Head of Meadow Rd., N. Truro, owned by Malcolm S. Carrier, Tract 11-T-2201	59.8
North Truro Art Gallery	Located on Highland Rd., N. Truro, Tract 15-T-2368, owned by Warren C. Nelson	1.0
North Truro Camping Area	Located on Highland Rd., N. Truro, Tract 15-T-2324, owned by Edgar W. Francis	19.4
Spar Shop	Furniture shop, located off Nauset Rd., Eastham, Tract 33-E-6396, owned by Quincy A. Shaw, Jr. but operated by Ted O'Gorman, tenant	3.5
Surfside Colony	Cottages, located on Wilson Ave., S. Wellfleet, Tracts 23-W-4701 & 23-W-4709, owned by Wesley S. Reid & Michael D. Ulich	3.7
Wellfleet Beach-comber Club, Inc.	Located at Cahoon's Hollow, Wellfleet, Tracts 21-W-4330, 21-W-4849, and 21-W-4850, owned by Russell S. Gallagher	1.70

#### Special Situations

Cliff House Colony	Located on Highland Rd., N. Truro Tract 15-T-2326, owned by William B. Spink. Renewal of certificate to be contingent upon resolution of access problems to permit Highland Light development	9.1
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# Special Situations (continued)

Name	Description and Owner	Acres
Dick's Gulf Service Station	Located on Route 6, N. Truro, Tract 12-T-2405, owned by John T. Cyzoski. Certificate expired December 31, 1968. Renewal pending outcome of discussions relating to improvements and/or acquisition.	1.6
Jobi Shop	Located on Highland Rd., N. Truro, Tract 15-T-2382, owned by Joseph A. Colliano & Willis G. Hastings. Acquisition negotiations underway.	0.9
Little Jobi Shop	Located on Highland Rd., N. Truro, Tract 15-T-2382, owned by Joseph A. Colliano & Willis G. Hastings. Acquisition negotiations underway.	0.2

Following a brief discussion about the 12 commercial properties recommended for renewal, it was moved, seconded and VOTED to approve renewal of them for an additional five year period, except renewal of Hall's Cottages at Nauset Light Beach should cover a period of not more than three years until possible additional land requirements by the Government at Nauset Light Beach parking area can be determined. Commission members were receptive to possible future expansion of campground to meet the need for more campsites, as well as longer terms for the Certificates to meet this development. There was general approval of the handling of the remainder of the commercial properties under the heading "Special Situations" as recommended.





## 6. Oversand Vehicle Management

Mr. Arnberger stated that he wished Commission members to be familiar with the oversand vehicle proposals which the Seashore is contemplating to improve the management of this use of the fragile dunes area in the Province Lands. Mr. Arnberger explained that an informational and exploratory meeting is to be held January 8 with beach buggy groups to go over some of the proposed changes in the beach buggy regulations. He said a statement on oversand vehicle use with supporting oversand vehicle use statistical data had been prepared for this meeting, copies of which he provided Commission members. (Printed below)

January, 1972

### OVERSAND VEHICLE USE

Over the years there has been a steady increase in the number of vehicles using beaches and other sandy areas. Cape Cod National Seashore has been no exception to this. In the last five years the number of oversand vehicle permits issued has more than doubled from slightly more than 900 in 1966 to approximately 2300 in 1971.

With this tremendous increase in use has come problems. In spite of regulations and increased efforts at enforcement, damage is being done to dunes and vegetation by vehicles leaving the posted routes. The conflict of uses between those who hike the beaches and those who drive the beaches is growing. It is from this conflict that the cry comes "Beaches are for people, not for vehicles!" The use of self-contained camping vehicles is becoming increasingly controversial



on Cape Cod beaches. Not only is such use contrary to the By-laws of most Cape Cod towns, but it also opens the way for charges of preferential treatment to one small group when all others are forbidden from camping on Seashore property.

Recent reports and studies indicate that problems like these are occurring all over the country due to vastly increased use of off-road vehicles. There is general agreement that improved regulations and limitations are needed to reduce damage to the environment and to harmonize with other uses of the land. Considerable progress has already been made in regulating oversand vehicle use in the Seashore. However, it seems clear that the time has come to improve the management of this increasingly controversial activity.

Ideally the amount and type of use of any area should be determined by its "carrying capacity." In other words, how many vehicles and how much use of any type can any particular area be subjected to without irreparable harm being done to the resources. Unfortunately, no formula has yet been devised to give the answer. Research is badly needed to produce the facts and the information upon which objective decisions can be based. In the absence of such information it seems prudent that those land uses and recreation activities which are potentially damaging to the environment should be strictly regulated and not permitted to expand beyond their present levels.



With this background in mind the following general goals for regulation of oversand vehicle use appear reasonable:

1. Hold vehicle use at present levels.
2. Place reasonable restriction on the length of time self-contained campers are permitted to camp on the beach.
3. Charge a reasonable fee for oversand vehicle permits as a management measure.
4. Close those routes which can be eliminated without disrupting use of the sand route system.
5. Initiate research to evaluate environmental effects and determine carrying capacities of the dune and beach areas for vehicles and related recreation use.

Cooperation and constructive suggestions from all concerned will be appreciated.

#### OVERSAND VEHICLE USE DATA

##### Permits Issued

<u>Year</u>	<u>Regular</u>	<u>Self-Contained</u>	<u>Total</u>	<u>Increase (%)</u>
1966			913	
1967			996	9
1968			1224	23
1969			1819	49
1970	1706	352	2058	13
1971	1881	422	2303	12

##### Self-Contained Vehicle Use - (Based on daily counts 7/1 - 9/7)

	<u>1970</u>	<u>1971</u>
July	1486	1789
August	1453	1160
September	484	714
Total Vehicle/Days	3423	3663
Daily Average (Calculated)	49	53
Average Length of Stay (Calculated)	9 days	8+ days



Self-Contained Vehicle Daily Average Use - 1971

	<u>Week Days</u>	<u>Weekends</u>
July	39	80
August	28	60

Peak Use Periods - Self-Contained Campers

	<u>July 4</u>	<u>Labor Day</u>
1970		117
1971	128	166

Permits Issued in 1971

<u>Month</u>	<u>Self-Contained</u>	<u>Regular</u>
January	0	0
February	1	19
March	2	56
April	18	130
May	131	344
June	71	339
July	108	394
August	53	348
September	25	163
October	13	70
November	0 to date	13 to date
December	-	-
Totals (as of 11/18)	422	1881

Total Permits 2303

Mr. Arnberger said there is increasing conflict between users of the beaches and dunes area - those who walk the area and those who use oversand vehicles. The greater damage seems to come from the regular vehicles rather than from the self-contained campers which stick to the beaches more than the dunes. Mr. McNeece added that many people object to the appearance of them on the beach, and Mrs. Wiles concurred with this observation stating "They are an eyesore." The opinion was expressed that probably 90% of the self-contained vehicles frequenting the beaches are off-Cape visitors, whereas about 75% of the regular vehicles are locally owned. Mr. Malchman expected there





would be a hue and cry from local owners if there is a limit set on the number of permits issued. Mr. Nickerson felt that regulations imposed by the National Park Service in the Province Lands should be compatible with those of the Towns of Orleans and Chatham for Nauset Beach. He was referring to the 72-hour on and 72-hour off regulations that Orleans and Chatham have imposed on beach buggies using Nauset Beach. He felt it had definitely curtailed use of the beach during the week, and concentration was over the weekend when anywhere from 90 vehicles up to 150 were seen, depending on the weather.

Dr. Nickerson stated that he would like to work with the Seashore on research to evaluate environmental effects and determine the carrying capacities of the dune and beach areas for vehicles. He said in Dennis, where he is a member of the Conservation Commission, the town has drastically reduced the use of these areas by beach buggies. Those who wish to fish must get a police permit for one night only. In this way the town has been able to determine how many people are using the beaches at night.

Dr. Nickerson said he had attended two hearings in December conducted by the Registry of Motor Vehicles regarding ATV's and snowmobiles. There are a whole series of regulations coming out of these hearings specifically prohibiting these vehicles from running over marshes and dunes.

Dr. Nickerson felt that between \$3,000 and \$5,000 should be allotted to research in this field.



It was moved, seconded, and VOTED to endorse the five goals for regulating oversand vehicles in the dune and beach areas, with special emphasis placed on Item 5, on research. The vote was unanimous.

## 7. Camping

Mr. Arnberger stated that following the last meeting of the Advisory Commission he had done quite a bit of thinking about the problem of the backpack type of camper, or the person who has no advance reservation for accommodations, or who is unwilling to accept such facilities and that he felt some sort of controlled "drop-in" type of camping facilities might be set up in the Seashore. He felt this type of camper will be with us each summer and that it might be better to have some area set aside rather than have them camp indiscriminately throughout the Seashore. He had in mind facilities, for a limited number of people at a nominal fee, probably no more than 100 persons, to be opened each day from perhaps 4 pm to 8 am the next morning, and everyone would have to leave by perhaps 8 or 9 am. He mentioned three areas in the former Mitre Site in South Truro where there were one-story buildings which possibly might be adapted for sanitary facilities.

At the same time he has also been in correspondence with the American Youth Hostel organization, which is interested in locating another hostel in the Seashore, similar to the one already under Special Use Permit at the former Coast Guard Station on North Pamet Road, Truro. Mr. Arnberger said he also had in mind the former Mitre Site facilities for a hostel, if the hostel group approves.



Mr. Arnberger said he threw these proposals out to the group for their opinion and feelings. Following rather extensive discussion, the Commission members felt they should stick by their vote of the previous meeting (November 19, 1971) on opening up beach parking areas for emergency camping only when all camping facilities are found to be full, and not consider any other type of camping at this time. However, Commission members were in favor of the Seashore's pursuing talks with the American Youth Hostel people or Scouting groups for possible opening up of areas to their programs.

Among observations leading up to this opinion were those of Chairman Nickerson who felt the Seashore not only would face many difficult problems, including a policing one if it opened up such a camping area, but he said the intent of the Act was that the Cape Cod National Seashore should be considered a day use park. If camping is to be increased, he felt it should be through privately run or state-operated campsites. Mr. Robinson also felt the National Park Service should stick to its original position of no camping at all. Mr. Studley felt it would appear we would be catering to the backpack or "hippie" type camper rather than to the supervised Scout type groups. Mrs. Wiles, on the other hand, felt in opening up the parking areas for emergency camping only, we were just as guilty of going against the Act. She would rather see an area set aside for this type of camping, such as the former Mitre Site, where it could be controlled and was off the main highway.



While it did not have anything to do with camping, Dr. Nickerson wondered if the National Park Service would consider setting aside part of the former Mitre Site as a wild area. A new program being undertaken by the Government sets aside certain areas which have been untouched or untampered by humans so that people may see how such an area would look.

#### 8. Agenda Items and Date for Next Meeting

February 25, 1972 was set for the next meeting of the Advisory Commission.









(For Administrative Use Only)

M I N U T E S

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

AT

Headquarters, Cape Cod National Seashore

February 27, 1972

Ninety-seventh Meeting



AGENDA

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

Ninety-seventh Meeting

February 25, 1972

<u>Item</u>	<u>Subject</u>
1.	Adoption of Agenda
2.	Approval of Minutes of Previous Meeting
3.	Communications
4.	Progress Report - Superintendent
5.	Proposed Eastham Recreation Complex
6.	Status of 1972 Fee Schedules
7.	Status of Negotiations with Chatham and Orleans relating to Nauset Beach
8.	Proposed Improvement - Governor Prence Motel
9.	Agenda Items and Date for Next Meeting
10.	New Business



The ninety-seventh meeting of the Cape Cod National Seashore Advisory Commission was held on February 25, 1972 at the Administrative Building in the Marconi Station Area, South Wellfleet, Massachusetts. The following members were present:

<u>MEMBERS</u>	<u>Representing</u>
Joshua A. Nickerson, Chairman	Barnstable County
Nathan Malchman, Vice Chairman	Town of Provincetown
Robert A. McNeece, Secretary	Town of Chatham
Ralph A. Chase	Town of Eastham
Chester A. Robinson, Jr.	Secretary of the Interior
Dr. Norton H. Nickerson	Commonwealth of Massachusetts

OTHERS                      National Park Service, U.S. Department of the Interior

Leslie P. Arnberger, Superintendent, Cape Cod National Seashore				
Norton M. Bean, Chief, Visitor Services	"	"	"	"
James D. Hankins, Supervisory Park Ranger	"	"	"	"
Marjorie S. Burling, Secretary,	"	"	"	"

ALSO

Gaston Norgeot, Chairman of Selectmen, Orleans, representing Linnell E. Studley (Town of Orleans); Charles Orsi, District Supervisor, Massachusetts Department of Natural Resources, representing Arthur W. Brownell (Commonwealth of Massachusetts); Stephen Perry, Chairman of Selectmen, Truro, representing Town of Truro; Delbert M. Johnson, Jr., owner of Governor Prence Motel, N. Truro; and Fred G. LaPiana, Jr., Chairman of Selectmen, Eastham.

Absent

Arthur W. Brownell (Commonwealth of Massachusetts), Linnell E. Studley (Town of Orleans), and Esther Wiles (Town of Wellfleet).

1. Adoption of Agenda

It was moved, seconded and VOTED to accept the Agenda as printed.





## 2. Approval of Minutes of Previous Meeting

It was moved, seconded and VOTED to accept the Minutes of the 96th Meeting as printed.

## 3. Communications

Chairman Nickerson told of the meeting of the Nantucket Rotary Club which he addressed in January. Because of the controversy aroused on Nantucket and Martha's Vineyard Islands by Senator Kennedy's bill which called for a study of possible alternatives to preservation of the two islands (one of which was the possible extension of the National Seashore), Mr. Nickerson was invited to describe the Cape Cod National Seashore. Mr. Nickerson was pleased with the reception he received, which was corroborated by Mr. Robinson who had talked with Nantucket residents who had heard Mr. Nickerson's talk. He said he pointed out to the members and guests which included Selectmen and members of the Conservation Commission that he felt the professional assistance that the National Park Service could render was preferable to the island trust concept which would involve amateurs.

On February 22, Mr. Arnberger and Mr. Nickerson at the invitation of the Gateway Advisory Commission of the Connecticut Historic Riverway attended a meeting in Haddam, Connecticut at the mouth of the Connecticut River, where they described the operation of the Seashore on Cape Cod and its Advisory Commission's functions.



The bulk of the meeting was devoted to a question and answer period, with members invited to visit the Seashore.

It would appear that Advisory Commissions are gaining in favor, as Dr. Nickerson said the Secretary of Environmental Affairs for Massachusetts is setting up five advisory commissions similar to the Cape Cod one, and Mr. Orsi said the Department of Natural Resources has already had them in existence, but carrying no powers. Mr. Nickerson felt from his experience with the Seashore Advisory Commission that having no legal powers has given it greater strength.

#### 4. Progress Report - Cape Cod National Seashore

Superintendent Arnberger presented a progress report of activities at the Cape Cod National Seashore as follows:

Travel for the first month of the new year was up a rather startling 89% for a total of 84,732 visits. No doubt the great majority of this increase is due to the placement of two new car counters-- one at Fort Hill in Eastham and the other at the Dunes parking lot in Provincetown. However, some of the increase was undoubtedly due to the beautiful open weather in January as evidenced by the fact that there was a substantial increase in visits at the Visitor Centers. Salt Pond was up 99% to 3,415 while Province Lands was up 27% to 3,236.

Excellent progress is being made on the Marconi beach facilities. The water line has been completed and tested, and underground power



and telephone lines are complete. All of the foundation work and much of the plumbing and sewage installation have been completed. Framing of the building is going forward rapidly, and we are very optimistic that this job will be completed well in advance of the summer season.

Construction funds this fiscal year were received not only for the Marconi facilities but also a small amount for a 50-car enlargement of the Dunes parking area. We have requested the deferral of the Dunes parking area construction, at least until next fall. This will provide time in which to complete ecological visitor impact studies and also give us the opportunity of judging the adequacy of the present facilities with a one hour parking limit which we plan to impose this coming season.

Last weekend's storm gave the backshore quite a battering and considerable damage was sustained at Coast Guard Beach. From 10 to 20 feet of the bluffs were torn away for almost the full shorefront at Coast Guard Beach. At one place the surf gouged out a hole extending right to the edge of the access road. Estimates have been made as to the funds that will be needed for emergency repairs to provide for proper and safe public use of this beach for the coming season.

Considerable time during the past two months has been devoted to working up improvements in our regulations relating to off-road



vehicles. Meetings have been held with representatives of beach buggy and sportsmens groups as well as with representatives of the Towns of Provincetown and Truro. We are in the process now of finalizing the regulations which will provide a means of limiting the number of vehicles and of limiting the amount of time that self-contained campers can spend on the beaches. It is also planned to impose reasonable fees on off-road vehicle use during the summer season only. The details of this will depend on a final determination of either Park Service-wide or Government-wide recreational fee schedules. We have also met with beach taxi operators and have jointly worked out improved procedures for their activity which, among other things, provide for the publication of an interpretive guide leaflet to be provided to beach taxi patrons.

The problem of Off-Road Vehicle (ORV) management is not confined to Cape Cod. On February 8, President Nixon issued Executive Order 11644 directing Federal agencies to promulgate appropriate regulations for ORV use on all Federal lands nationwide.

Last week Mr. Arnberger met with Mr. Robert Wilkins, who is Eastern Region Director of American Youth Hostels with regard to the interest of his group in developing further hostel facilities within the Seashore. They looked over the possibilities of the buildings located within the former Mitre Site, and Mr. Wilkins stated that he would recommend that American Youth Hostels take over one of





these facilities and make an initial investment of possibly \$10,000 required for rehabilitation. If this can be accomplished within the next few months, it would provide much needed additional overnight accommodations under proper supervision for young visitors to Cape Cod with capacities up to 100, or even more.

Continued progress is being made in land acquisition although the problem of defective titles has slowed things down a bit. Five condemnation assemblies of 30 tracts each, involving purely title problems, have been prepared and forwarded for eventual action by the Department of Justice. One assembly of 10 tracts involving problems of both title and price is going forward today.

Special events for the 1972 Centennial year are gaining momentum. The first two presentations in the Centennial lecture series, sponsored by the Seashore, have drawn full houses at the Salt Pond Visitor Center. The third lecture in the series is scheduled for tonight. A Centennial banquet in Washington is scheduled for the first of March, and I understand that members of this Advisory Commission have received invitations. President Nixon has issued a Presidential Proclamation on the Centennial Year, and a copy of this Proclamation is among the materials provided to each of you today.

There is also provided to each of you a copy of the Master Plan as finally printed and made available for distribution.



Mr. Arnberger introduced North District Ranger James D. Hankins to the members. Mr. Hankins has recently taken up his new duties with the Seashore, coming from Chesapeake & Ohio Canal National Monument. He had previously worked under former Superintendent Gibbs at Hatteras National Seashore.

Following the report, Mr. Malchman wanted to know how the Seashore proposed to control the one-hour parking limit at the Dunes parking area in Provincetown. Mr. Arnberger said there would be a man on duty at all times during the day, and by signing and posting, it could be handled adequately. He felt the hour's parking time would enable families to climb the hill, tumble down it, etc. but would cut down on people wandering over the dunes to the beach, destroying the fragile vegetation. It is hoped that this approach to controlling the traffic may obviate the need for increasing the size of the parking area.

Following the suggestion of Mr. Arnberger that the Commission might consider approaching Governor Sargent on the possibility of issuing a State Proclamation on the National Parks Centennial, it was moved, seconded and VOTED that he should be approached on this matter, and Dr. Nickerson as one of the two Massachusetts' representatives volunteered to go to the Governor's office to discuss the matter.

#### 5. Proposed Eastham Recreation Complex

Eastham Chairman of Selectmen LaPiana was invited to describe to Commission members the "Report on Potential Land Use of Tracts of Land Lying within the Boundaries of the National Seashore." Mr. LaPiana



called the plan more of an "idea" for use of this particular portion of land lying between Coast Guard Beach and Nauset Light Beach within the Seashore with boundaries going back to Nauset Road, for a total of 137.20 acres (123.73 town-owned and 13.47 Government-owned). The proposal prepared by Donald Durrell calls for development of the tract bordering on the ocean as a town-owned and operated recreational beach for Eastham residents and non-resident taxpayers, while the balance of the property might be developed eventually for an 18-hole golf course. A hearing has already been held, at which considerable opposition was voiced, and there are five articles in the Town Warrant to be considered in the forthcoming annual Town Meeting March 6 and 7. Only the beach development complex will be considered at this time, and Mr. LaPiana explained that, if the voters accept the articles, it will only be a vote to hire an architect to come up with a plan, and another meeting would be required to appropriate the money.

Over the years Eastham residents, and more particularly non-resident taxpayers, have been concerned since the establishment of the National Seashore that, despite the proviso in the deed that Eastham taxpayers and their families can use the two Seashore protected beaches at Nauset Light and Coast Guard Beaches at no charge, often there is no parking room available for them and they are turned away. Therefore the immediate goal is to provide a beach for Eastham residents. If later a golf course should materialize, it is not the intent of the Town of Eastham to operate it, but rather to contract with a private firm for



its construction and operation. Mr. LaPiana emphatically stated that, if the voters turned the proposal down, the Town would continue to allow no parking on Oceanview Drive, which connects Nauset Light and Coast Guard Beaches, and that no one would be allowed to climb down over the dunes to the beach below.

The Town of Eastham will need to acquire the 13+ acres within this block of land owned by the Government as well as an additional 65 acres through some exchange or other type of land acquisition method. Mr. Nickerson felt it would be a wise idea to clean up all available town-owned lands lying within the Seashore boundaries, which amount to about 19 acres (in scattered parcels) so as to consolidate holdings which would be helpful to both the Seashore and the Town.

When Mr. Arnberger was asked what the reaction of the National Park Service would be to the establishment of this recreational complex within the boundaries of the Seashore, he said he was not aware of any precedent for this situation. However, he felt it was not out of the question, but said concern for the environment would enter the picture as well as coordination with Seashore development planning. He mentioned that where an exchange of land was involved it would probably mean environmental impact statements would be required.

Mr. Nickerson wondered if a bus shuttle service from a possibly enlarged Salt Pond Visitor Center parking area to the Seashore beaches, plus the town-owned beach if it were adopted, might be the answer in





alleviating the congestion at the beach parking areas. Mr. Arnberger felt a pilot program whereby shuttle buses run by commercial operators with pre-determined routes from motels, cottages, etc. to the beaches might be considered.

After considerable discussion, it was moved, seconded and VOTED that the Commission recommended a joint cooperative study of the area and plan by both the Town and the National Park Service.

#### 6. Status of 1972 Fee Schedules

Superintendent Arnberger said his purpose in bringing the matter of fee schedules before the Commission members was to alert them to the possibility of there being a repetition of the confusing situation which existed in the summer of 1970 when there was no Golden Eagle system and at the last moment a special Annual User Fee for the Seashore only was put into effect. At that time, as is presently the case, there was only a daily fee. The Golden Eagle system expired December 31, 1971 and new legislation is required to get it back into operation for another two year period. So far no legislation has been passed, and it appears that it may be another three to four months before Congress acts upon it. In the meantime the National Park Service has published its own recreational fee system, which provides for only a daily fee, of two types - entrance and user. These were published in the Federal Register of February 15.

"(a)(1) There shall be two fees for daily entrance permits charged at Designated Fee Areas where entrance fees are charged: One applicable to those entering by private, noncommercial vehicle and one applicable to those entering by any other means.

"(2) The fee for a daily permit applicable to those entering by private, noncommercial vehicle shall be \$1 to \$3 per vehicle per day. . .



"(c) User Fees (1) User fees are payable for the use of sites, facilities, equipment, or services provided by the United States, especially for recreationists in Designated Fee Areas which include, but are not limited to well-developed campsites, picnic areas, guide services, elevators, winter sport facilities, and special purpose recreational vehicle use privileges. User fees may be charged at Designated Fee Areas singly, or in addition to entrance or admission fees . . ."

The last item under Special User Fee (special purpose recreational vehicle) is a new item in the fee system. A beach buggy permit would presumably come under this type of user fee, and is under consideration for this summer at the Seashore. It is also understood that an annual permit of some type by the National Park Service is in the offing, but there has been nothing definite on that.

In view of the uncertainty of the 1972 fee schedule on an annual basis, Commission members felt to avoid the chaotic condition existing just prior to the 1970 summer season that it might be helpful to have the Chairman write a letter to Director Hartzog urging that the National Park Service institute an annual fee in addition to daily fees. It was moved, seconded and VOTED to have Chairman Nickerson write to the Director in this vein, outlining the problems and hardships encountered by residents and summer visitors to Cape Cod who spend longer periods of time in this area than just the one day.

#### 8. Proposed Improvement - Governor Prentice Motel

Mr. Delbert M. Johnson, Jr., owner of the Governor Prentice Motel in North Truro, was invited to attend the meeting in order to discuss plans for an addition he wished to make to the motel. Mr. Johnson wished to add on a new 10-room unit to the motel, which currently



has 60 rooms. He plans to locate it in the right hand corner of his property to the right of the dining room and lounge, where there is an existing parking area already. The structure will be similar to the others, or a one-story building.

Mr. Arnberger pointed out that this would be the first time there has been a substantial expansion to a commercial property in the Seashore, and this would be a precedent. He mentioned that the possibility of such expansion had been foreseen and was the subject of the policy statement relating to commercial properties which had been reviewed by the Commission at its 90th meeting in January, 1971. Mr. Johnson's Certificate of Exemption from Suspension of Commercial Property has been extended for an additional five years, so that it will expire in December 31, 1978. If the Commission agrees to the addition, it will require a variance from the Town of Truro. Mr. Perry as Chairman of the Selectmen of Truro stated it was one of the better commercial operations in Truro and had been well run in the past. He also expressed the satisfaction the Town would have in increased taxes from such an addition.

Following Mr. Johnson's departure and a short discussion, it was moved, seconded and VOTED to approve the proposed addition of a 10-room unit to the Governor Prence Motel, as described by Mr. Johnson.

#### 7. Status of Negotiations with Chatham and Orleans relating to Nauset Beach

Mr. Arnberger outlined the background for the preliminary draft of an Agreement between Chatham and Orleans and the National Park Service



relating to cooperation in the conservation and management of Nauset Beach. This stemmed from the votes at the Town Meetings last year whereby the two Towns were to begin discussion with the National Park Service about possible conveyance of town-owned property on Nauset Beach to the National Park Service. Two meetings with representatives of the Towns have been held, but there has been no real interest in conveyance since the threat of the state take-over as envisioned by the Massachusetts Beach Buggy Association has abated. Out of these meetings there has developed a proposal to consider a cooperative agreement to spell out in more detail the relationship between the two towns and the Seashore over the management of Nauset Beach. Presently the Seashore only owns about 34 acres of land, and even if all privately owned land is acquired that can be under the terms of the Act, it would still only amount to about 200 acres out of a total of more than 1800 acres. Mr. Arnberger said he regretted that he had been unable to discuss the proposed agreement with Messrs. Henson of Orleans and Sampson of Chatham before the Commission met. For this reason Mr. McJeece felt no information should be given out until these town representatives had had a chance to study it. (Preliminary draft of Agreement follows)

AGREEMENT BETWEEN THE TOWNS OF CHATHAM AND ORLEANS AND  
THE NATIONAL PARK SERVICE RELATING TO COOPERATION IN  
THE CONSERVATION AND MANAGEMENT OF NAUSET BEACH

This Agreement is entered into in recognition of certain advantages to be gained through cooperation in the management of Nauset Beach and in view of the following factors:

1. Nauset Beach is included within the authorized boundaries of Cape Cod National Seashore.





2. Pursuant to the Act of August 7, 1961 Nauset Beach is dedicated to conservation and appropriate public use and is subject to local zoning in accordance with guidelines established by the Secretary of the Interior designed to assist in accomplishing these purposes.

3. The Towns of Chatham and Orleans presently own the major portion of Nauset Beach and administer it for recreational use subject to local rules and enforcement.

4. The National Park Service will proceed with the acquisition of those privately owned lands available under the terms of the Act of August 7, 1961.

5. Nauset Beach is far removed from present operational activities of the Cape Cod National Seashore and on-site protection and enforcement activities on Government-owned lands can most effectively be provided by the Towns as a part of their present administration of the area.

6. This Agreement is intended as an interim arrangement pending possible transfer of town-owned lands to the U.S. Government to be administered by the National Park Service as a part of Cape Cod National Seashore.

In view of these factors it is mutually agreed as follows:

1. The Towns will provide protection and enforcement of regulations and applicable state and local laws and ordinances on Government-owned lands as a part of the present operation of Nauset Beach.

2. Properly qualified officers of the Towns will be appointed as Deputy Park Rangers for the enforcement of Federal Regulations on Government-owned lands.

3. The parties to this Agreement will meet at least yearly in November to review operations and agree upon procedures for the coming year.

4. No charge is to be applied by the Towns for the exclusive use of and/or access to Government-owned lands.

5. No charge will be made for access on foot or by boat to Nauset Beach including Government-owned lands.

6. On request of the Towns the National Park Service will, within the limitations of available personnel and funds, provide professional advice and assistance in the planning and management of Nauset Beach.



7. Costs of maintenance, emergency conservation measures and repairs directly involving Government-owned lands will be borne by the National Park Service either by proportionate sharing in the overall cost of such work or by performing such proportionate share of the work with its own forces.

8. All matters relating to the operation and management of Nauset Beach will be subject to review by the parties of this Agreement.

9. Records will be maintained by the Towns showing the amount and kinds of public use, costs of operation and management, and income from all sources and copies of such records will be provided to the National Park Service.

10. The National Park Service will be provided with written reports of all enforcement actions, accidents and other incidents or problems taking place upon Government-owned lands.

11. This Agreement may be cancelled by any of the signatories hereto upon provision of 90 days advance notice in writing.

12. The Agreement may be amended or revised at the written request of any of the signatories hereto with the concurrence of the other two.

<hr/> Date	<hr/> Chairman, Board of Selectmen Town of Chatham
<hr/> Date	<hr/> Chairman, Board of Selectmen Town of Orleans
<hr/> Date	<hr/> Superintendent, Cape Cod National Seashore

Following the reading of the Agreement, several minor changes were suggested, which were incorporated into the proposed Agreement as printed above. Mr. Nickerson spoke of the resolution adopted at a recent meeting to the effect that the Park Service should acquire the privately-owned land on Nauset Beach as quickly as possible so



as to give the Federal Government greater strength in future negotiations with the town in case acquisition seemed imminent. However, he felt the Commission should not take any strong position on this Agreement until after the towns had a chance to review it.

Mr. McNeece felt the regulations were the only point about which he was concerned. On town-owned portions of the beach, the towns could continue to draft such regulations as they deem proper. Actually the principal difference between the Seashore and the towns seems to be the 72-hour on and 72-hour off regulation of the towns for beach buggies. Mr. Nickerson, seconded by Mr. Robinson, had observed this regulation had a deterrent effect on the number of beach buggies on Nauset Beach during the middle of the week, with concentration of them in large numbers over weekends. Prior to this, beach buggies had been on the beach for several weeks at a time.

Following this discussion, it was moved, seconded and VOTED that the Commission urge the two towns and the Seashore to continue their negotiations and get together on adoption of regulations to be in effect this coming summer for Nauset Beach. Mr. Nickerson felt the Seashore should limit its acquisition of privately-owned land to the beach and not be concerned with the islands which are in good hands already, in one family's ownership.

Dr. Nickerson spoke of the new State regulations concerning the use and operation of snow vehicles and recreational vehicles, adopted



January 31, 1972 by the Division of Marine and Recreational Vehicles of the Department of Public Safety, which he said were far more strict and, according to the Governor's press release, represented "an aggressive program." These new regulations provide for the first time a code of conduct promoting safety, minimizing environmental damage, and protecting landowners' rights. A very important provision for use of public lands after January 1, 1973 is that "no person shall operate a snow vehicle or recreational vehicle on public land unless the agency in charge thereof shall have opened the land to use of such vehicles and shall have erected signs stating that such uses are permitted." Another provision is that "no person shall operate a snow vehicle or recreation vehicle on any ocean beach or sand dune so as to destroy any beach or dune grass or break down any dune." Dr. Nickerson pointed out that these regulations apply to all licensed vehicles the minute they drive in off-the-road areas--i.e. they become recreational vehicles when operated in these areas. Dr. Nickerson said he is still trying to work on research on the dune areas, but he is handicapped in that there is little data available. The Corps of Engineers has been making a study of grasses for the past couple of years.

#### 9. Agenda Items and Date for Next Meeting

May 5 was set as the date for the next meeting of the Commission.

#### 10. New Business

Dr. Nickerson also spoke of the Gypsy Moth Advisory prepared by the Massachusetts Pesticide Board, which he termed a low-key





pro-spray program. In essence, it urged people to be patient and nature would take care of itself, and the trees would leaf out again. SEVIN is approved, however, for use in high use recreation areas, along roadsides, and in residential areas, but that nothing be done in forested areas removed from human activity--in other words only "where the insects and the people come together."







(For Administrative Use Only)

M I N U T E S

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION .

AT

Headquarters, Cape Cod National Seashore

May 5, 1972

Ninety-eighth Meeting



AGENDA

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

Ninety-eighth Meeting

May 5, 1972

<u>Item</u>	<u>Subject</u>
1.	Adoption of Agenda
2.	Approval of Minutes of Previous Meeting
3.	Communications
4.	Progress Report - Superintendent
5.	1972 Season Operations
6.	Nauset Light Development Concept Plan
7.	Provincetown Water Proposal
8.	Nauset Beach Agreement
9.	1972 Outdoor Recreation Vehicle Regulations
10.	Agenda Items and Date for Next Meeting
11.	New Business





The ninety-eighth meeting of the Cape Cod National Seashore Advisory Commission was held on May 5, 1972 at the Administration Building in the Marconi Station Area, South Wellfleet, Massachusetts. It was preceded by a field trip to Nauset Light Beach, Bound Brook Island and Marconi Beach. The following members were present:

<u>MEMBERS</u>	<u>Representing</u>
Joshua A. Nickerson, Chairman	Barnstable County
Nathan Malchman, Vice Chairman	Town of Provincetown
Robert A. McNeece, Secretary	Town of Chatham
Ralph A. Chase	Town of Eastham
Dr. Norton H. Nickerson	Commonwealth of Massachusetts
Chester A. Robinson, Jr.	Secretary of the Interior
Linnell E. Studley	Town of Orleans
Esther Wiles	Town of Wellfleet

OTHERS                      National Park Service, U.S. Department of the Interior

Leslie P. Arnberger, Superintendent, Cape Cod National Seashore			
Norton M. Bean, Chief, Visitor Services	"	"	"
Larry J. Tillman, Chief, Interpretive Services	"	"	"
James C. Killian, Chief, Environmental Planning	"	"	"
Marjorie S. Burling, Secretary	"	"	"

ALSO

Stephen Perry, Selectman, Truro, representing Town of Truro; Charles Orsi, District Supervisor, Massachusetts Department of Natural Resources, representing Arthur W. Brownell (Commonwealth of Massachusetts); John Cotton, Water Resources Department of U.S. Geological Survey; Chairman of Selectman John Bell and Chairman of Water Commission Mark Robinson, both of Provincetown.

1. Adoption of Agenda

It was moved, seconded and VOTED to accept the Agenda as printed.

2. Approval of Minutes of Previous Meeting

It was moved, seconded and VOTED to accept the Minutes of the 97th Meeting as printed.



### 3. Communications

Chairman Nickerson reported that the terms of office of the present members of the Advisory Commission would expire in July and he understood that letters have gone out to the six Lower Cape towns' Board of Selectmen, Barnstable County, and the Governor of Massachusetts, so notifying them, and asking them to submit their recommendations to the Secretary of the Interior for consideration.

Mr. Nickerson reported he wrote to the Director of the National Park Service at the request of the Commission regarding hardships which would occur if the Golden Eagle Passport or some type of annual fee were not implemented at the Seashore this summer under the fee collection operation. He stated that he had received a reply from the Director's Office to the effect that, should Congress not reinstate the Golden Eagle Passport in time for the 72 season, the National Park Service would issue its own Parklands Passport again.

Dr. Nickerson, who had been requested by the Commission to approach Governor Sargent about issuing the Commonwealth's own Proclamation for observance of the Park Service's Centennial, reported that a proposed draft of such a Proclamation has been submitted to the Governor and is now under consideration. He said in this proposed Proclamation it was suggested that the week of August 6 be set aside for Massachusetts' observance.

### 4. Progress Report - Cape Cod National Seashore

Superintendent Arnberger presented a progress report of activities at the Cape Cod National Seashore as follows:



The trend of visitation continues upward. Visitation to date totals 512,701 which represents a 17% increase over the same period for last year.

Construction on the new beach facilities at Marconi is about 80% complete. The contractor has been doing an excellent job and there seems to be no doubt that these facilities will be ready for use by the opening date of our summer season.

For the last month or two most of our efforts have been geared towards preparing for our 1972 season's operations. Considerable time and effort has to be devoted to hiring seasonal personnel which this year will total some 127. Of this total, 37 are new hires and more than 800 applications were received. Schedules for the effective use of personnel are in preparation. Plans are about complete for training sessions and housing assignments are in the process of being firmed up. Our three day seasonal training program will start Thursday, June 15, and the official opening of the 1972 summer season will be on Sunday, June 18.

With the passing of Mr. O'Gorman, the Spar Shop in Eastham has gone out of business as a commercial enterprise and is now categorized as residential property. This has been worked out in correspondence with the owner, Mr. Quincy Shaw.

In order to more effectively use our personnel and to be more responsive to changing requirements we have had a minor local



reorganization resulting in dividing the former Division of Interpretive and Environmental Planning into two Divisions-- one of these will be Interpretive Planning under Larry Tillman and the other is Environmental Planning, headed by Landscape Architect Jim Killian and including our new Ecologist, Dr. Geoffrey Godfrey, who came in March.

Now that we have an Ecologist on our staff, there are some signs of progress in scientific research. Dr. Godfrey's efforts now are being concentrated towards developing a Seashorewide environmental research program which will also include what I would call an environmental quality monitoring system under which we would hope to be able to detect environmental damage at an early stage and take corrective steps promptly. Dr. Godfrey is also devoting special effort to getting a research project relating to proper conservation and use of the fragile Province Lands dune area underway this season. Consideration is also being given to the possibilities of developing an environmental research center utilizing the buildings and other facilities in one of the developed areas of the old Mitre Site.

A request was received from the Ururo Board of Selectmen for the use of certain Government-owned lands adjacent to Town beaches at Coast Guard, Ballston Beach and Longnook. This request came far too late in the season for us to do anything with it this year, but I have informed the Town that we will be happy to give the matter consideration and see what can be worked out cooperatively before the beginning of





the 1973 season. Such transactions as this are getting more and more complicated as they now would, in all likelihood, require an Environmental Impact Statement under the terms of the Environmental Policy Act of 1969. If additional lands can be made available, it would also seem likely that Town Meeting action would be required by Truro to authorize and appropriate funds for needed improvements.

The Selectmen of Eastham have approached us on two different occasions with regard to the need of the Town for a Little League ballfield and related facilities. About a month ago the proposal was made that the Seashore grant a permit for construction of a road over a small piece of Seashore land to reach a tract of Town land abutting the Seashore boundary but outside of the Seashore in the vicinity of the M. F. Roach plant where it was proposed to construct the ballfield. I looked this situation over and informed the Selectmen that this appeared acceptable and it is likely we could work out something that would be mutually acceptable. However, last week the three Selectmen visited my office and informed me that their ideas had changed and they now would like us to consider granting the Town approximately  $2\frac{1}{2}$  acres of Seashore property immediately north of the Town firehouse in exchange for scattered tracts of Town land in the vicinity of Doane Rock. While I have some reservations as to the propriety of a ballfield in this location, I informed the Selectmen that we would take the matter under consideration. This will be scheduled for one of the forthcoming Commission meetings and should decisions be favorable, it would no doubt require an Environmental Impact Statement and considerable time. The Selectmen understand that nothing



could be accomplished on this until sometime in 1973 at the earliest, and this appeared to be agreeable to them.

Construction is underway by the Town of Wellfleet on a comfort station at LeCount Hollow, and we understand that further improvements are to be made at the parking area by the Town this spring. This has been made possible by the issuance of a Special Use Permit to the Town last year for the use of approximately one half acre of Seashore lands.

Our former Administrative Officer, Lyle Jamison, has transferred to Canyonlands National Park in Moab, Utah, and his replacement is Tom Swan who comes to us from Death Valley National Monument and who entered on duty last week. The Personnel Management Assistant vacancy was filled by Herbert Souza, who transferred from the Naval Air Station at Quonset, Rhode Island.

#### 5. 1972 Season Operation

Chief, Visitor Services Bean described the 1972 summer season's operation as essentially the same as in past years, with a few changes, principally in greater ranger coverage on patrols. There will be 42 lifeguards, 29 rangers, 12 interpreters, 13 tellers, 2 fire control aids and one clerk-typist. The two fire control aids have already entered on duty. The first weekend night patrol will start May 13, and a seven day a week sand patrol will also commence that same day.

The Seashore has revised its North and South District boundaries--the line of division is now just south of South Pamet Road in Truro rather than the Truro-Wellfleet town line which was the old dividing line.



This summer there will be a pond patrol in the Wellfleet-Truro pond area to keep an eye on unauthorized camping which has been on the increase each summer. There will be a fulltime bicycle patrol this summer and there will be additional parking lot Rangers at Coast Guard and Race Point parking lots. Night patrols this summer will consist of more vehicles with one man per car, or twice as many cars as we have had on patrol in previous years, which will give greater coverage. This has been recommended by the Park Service and Park Police.

Orientation for all new employees begins June 15 with special teller training on June 16. The annual surf-rescue school will be held June 16 and 17 at Herring Cove, to which invitations have been extended to other communities wishing their lifeguards to participate. Law enforcement training for Rangers will be held June 29 and 30, including one day on the pistol range. The summer season officially opens Sunday, June 18, with full seasonal complement and goes to Labor Day.

Mr. Bean described the law enforcement priority guidelines that the Seashore plans to follow, as protecting people from people, protecting people from the hazards existing in the Park, protecting the Park from people such as keeping oversand vehicles on the sand routes to protect the fragile dunes area, and enforcing laws where people are endangering themselves.

Members of the Commission felt there should be continued Ranger coverage during the month of September, as there are always a good many visitors still around. Mr. Arnberger explained that the comfort stations are



still open then, and there is a limited schedule of interpretive and weekend patrol activity planned for the early fall. Mr. Mickerson felt the visitor during the fall is usually more mature, quite often retired, and has been found to be more appreciative of the area and the services provided them than visitors in the busy summer season. He felt special attention should be given to them.

Chief, Interpretive Planning Tillman presented members with copies of the interpretive programs for the spring and summer season. A weekend interpretive program of guided walks and evening talks will start the weekend of May 20 and continue until the weekend of June 17. The ninth annual Spring Pilgrimage sponsored jointly by the Seashore with Wellfleet Bay Wildlife Sanctuary of the Massachusetts Audubon Society and Cape Cod Museum of Natural History will be held the weekend of May 27 and 28, with guided walks and the featured speaker, Dr. Myron Sutton, on Saturday night. Dr. Sutton, a well-known author and traveler, presently Assistant Chief, Division of International Affairs with the National Park Service, will speak on "Great National Parks of the World." From June 18 through June 30 there will be a limited schedule of daily walks with alternating evening programs at the two amphitheaters. July 1 will mark the start of the summer interpretive program of extensive guided daily walks and nightly evening talks at both amphitheaters, craft demonstrations, and shellfishing, surf fishing and surf rescue demonstrations.

Mr. Tillman spoke of the second year that the Volunteers in the Park (VIP) program has been tried at the Seashore. This program allows local





people, who have skills that the Seashore needs, to donate their services to the Seashore. Seven VIP's assisted last summer in five different types of positions. A release on this program has gone out to local newspapers.

Mr. Tillman also mentioned the Summer Days on the Cape program for disadvantaged children, which was inaugurated last summer in a modest way. This year arrangements are being made with the Boston Youth Activities Commission, to have a resident staff here all summer and bring about 80 children down weekly for two days and a night, using one of the former Job Corps barracks.

The NEED program continues to flourish, with 26 classes representing 751 students during the school year so far. There are still seven more classes to go or 210 more students to finish out the year. In addition the Falmouth school system is also providing facilities in the former Job Corps barracks for additional classes in the NEED program, principally from the Cape.

Mr. Tillman spoke of the Centennial year for the National Park Service and some of the special events planned for observance. There will be several new walks added--one to the Fresh Brook Village in South Wellfleet, a sunset walk and campfire from Herring Cove Beach in Provincetown, and a "Night Prowl" walk in the White Cedar Swamp Trail. A special feature will be the presentation by the Fisherman's Players of an original drama featuring the Centennial theme written especially for the Seashore.



This live drama will be presented twice in July and twice in August.

Mrs. Wiles registered strong disapproval at having the Fisherman's Players make these presentations, as she felt the group was unAmerican, and should not be representing the Park Service. Mr. Arnberger stated that, if the Seashore was not satisfied with the script, or found it controversial, subservise, political or religious and not appropriate to the occasion, the agreement would be cancelled and there would be no presentation of the drama.

#### 6. Nauset Light Beach - Development Concept Plan

Chief, Environmental Planning Killian, who had accompanied the Commission on its field trip earlier to Nauset Light Beach, explained further through pictures and maps the present sub-standard development which is confined to about three acres of land, one and a half of which are in Seashore ownership and the remainder in private ownership. He also described the schematic plan of the new Development Concept Plan for Nauset Light Beach area, which will utilize mass transportation and minor facilities such as bathhouse, changing station, etc.

With the existing parking area taxed to capacity (100 cars in the front parking area and approximately 50 in the rear temporary one) it is time to investigate and implement improved methods of managing increasing numbers of people. This Development Concept Plan envisions the resource capacity for recreational beach use to be far greater than its ability to accommodate auto-vehicular parking. Therefore to change from parking capacity of parking lots to resource capacity for human recreational use,



the concept of mass transportation is being introduced at this beach area. Beach visitors to Nauset Light will be encouraged to arrive either by bus, bicycle or on foot. There will be a portable overlook facility for interpretation incorporating the "Man and the Sea" theme. The existing parking area will be obliterated and planted with dune grass providing access through the area by boardwalk and by stairs down to the beach below. The parking area which would accommodate about 85 would be termed "minor" and would only be used prior to the heavy visitor use season. Major parking would be from a central parking area off Doane Road, about 1/2 mile from Coast Guard Beach and about 1½ miles from Nauset Light Beach.

This establishment of a major parking area a short distance from the beaches could be the first step in the development of a regional transportation concept. This provides for a central parking and staging area, possibly in the vicinity of Little Creek Road and Doane Road within easy access of Mid-Cape Highway 6 and about 1/2 mile from Coast Guard Beach and about 1½ miles from Nauset Light Beach. The transportation system utilizing a loop would provide a frequent pick up and drop off time schedule. Using an 80-seat vehicle with 6 to 9 trips per hour, approximately 700 visitors could be accommodated. This approach would keep the beaches free of the clutter and congestion of automobiles and would at least be a partial solution of some of the problems associated with development and construction on a rapidly eroding shoreline.

The plan will be presented to the Regional Director and Denver Service Center for review and approval. If approved, an Environmental Impact



Statement pursuant to the Environmental Quality Act of 1969 will be required. As an interim measure, it is hoped the motel operators and perhaps the towns themselves might consider the development of a minor transportation service, or some sort of a pilot program of a small bus or station wagon to get people to the beaches without having to drive their own cars. This mini-bus service could be the forerunner to the Park's system. It would be hoped that the commercial operators might support such a pilot program for the next few years, and this would also give the Seashore a chance to observe and iron out any of the problems which might arise. The inducement of free entry to the beaches might be considered.

Following discussion, it was moved, seconded and VOTED that the Commission endorse the concept of better conservation and use of present beach areas through restriction of parking at the beaches and development of public transportation systems as exemplified by the Development Concept Plan for Nauset Light Beach.

#### 7. Provincetown Water Development

Chairman of Selectmen Bell of Provincetown and Chairman of Water Commissioners Robinson arrived to participate in the discussion of the proposed development of a supplemental water system within Seashore boundaries in North Truro. Messrs. Bell and Robinson briefly outlined the history of water problems for the Town of Provincetown---specifically there was not enough water in the peak season to accommodate all the year round and visiting people. In 1967 at Town Meeting the Town considered a piece of land, but it was dropped because it was too costly.





The Town then requested permission for exploratory drilling and testing within the Seashore, and a permit was issued in October, 1967. All of Provincetown's water supplies now come from two sources in North Truro. In 1970 during a three week period in July, the Town of Provincetown and Beach Point used more water than the pumping stations could pump and were tided over only by the existing storage capacity. At the town meeting in 1971 a bond issue was approved for \$900,000 for development of a new well field within Seashore boundaries. Since that time, the Town and Seashore have been working on the matter. Last summer through very strict controls, the Town was able to keep the water demand down to a safe level. It was felt that visitorwise the season last year was not as good as previous seasons, and this may have been a contributing factor in there being fewer customers. This year more customers (more motels, restaurants, homeowners, etc.) will naturally use more water, and Mr. Robinson said they expect to be in trouble.

John Cotton of the Water Resources Division of the U.S. Geological Survey in Boston stated that his agency had been engaged by the National Park Service to evaluate the water resources of the North Truro area with emphasis upon environmental effects of a major new well field. A very fine comprehensive report was completed by Messrs. Delaney and Cotton of the USGS. Mr. Cotton stated, while surveys have been made in the past of ground water supplies in the Southeast part of New England, little has been done for Cape Cod. In fact, the study of the North Truro area has only been done in the past year, and the agency has little background to draw on.



The area studied is in North Truro and extends from High Head to south of Sleepy Hollow encompassing 4.7 square miles. The only source of ground water on Cape Cod is from precipitation. There is approximately 40 inches of precipitation a year on Cape Cod, which is rather evenly distributed over the year, although dropping slightly in the summer. A good part of precipitation is utilized by plants through evapotranspiration, amounting to roughly 22 inches annually. This leaves about 18 inches annually which percolates to the water table, and recharges the ground water reservoir. Ground water recharge, however, does not occur evenly throughout the year, with most recharge occurring from fall through late spring. In other words, since evapotranspiration demands are high during the growing season, or from May through September, little or no water is available for recharge purposes. Therefore, the period when high pumpage occurs coincides with the time when ground water is getting the least recharge.

The annual recharge for the area is estimated to be about 1,400 million gallons per year. However, not all of this amount is safely available for man's use. Also most of the water withdrawn from the North Truro area is exported and does not return to the ground water reservoir in this area. In estimating safe yields, vertical and lateral salt-water encroachments have to be taken into consideration. Because of the distance from the seacoast, the lateral type is minimized, but vertical encroachment can become a factor if too great a stress is placed upon the water table at one point. Lowering the water table will also result in lowering pond levels. Fortunately, ponds and surface water are not of major significance



in the area involved. Under conditions of prolonged withdrawal, salty water from below the fresh water-brackish water boundary will flow vertically toward the well and eventually enter and mix with fresh water moving laterally into the well.

In consideration of these factors, it has been recommended that withdrawals of water from the proposed new well field be managed to maintain a water level at all times in each pumping well of not less than two feet above mean sea level and that pumpage not exceed one half million gallons per day. Depending upon the findings of future geohydrological studies these restrictions might be adjusted up or down, but in no case would pumpage be permitted to exceed 200 million gallons per year. This amount when added to the existing pumpage of more than 330 million gallons per year from the present two Provincetown pumping stations would be approaching about 50 per cent of the total annual recharge. To minimize the stress on the water table it has also been recommended that a well field be developed rather than one or two large wells to spread the impact over a broader area.

Superintendent Arnberger discussed briefly the proposed Special Use Permit being drafted to authorize development to this new water supply. It will include the recommended limitations among the Special Conditions and will also require a well field of at least 10 pumping wells and additional observation wells. Preliminary drafts have already been discussed with Provincetown representatives, Department of Public Health, USGS and engineering consultants. The revised draft is presently under review



in the National Park Service Northeast Regional Office. An Environmental Impact Statement will also be required before final action can be taken.

Since the water is being taken from Truro and exported to Provincetown, there is little recycling in Truro, and Mr. Perry, Selectman from Truro, was asked about his Town's feelings about exporting water to Provincetown. Mr. Perry stated that a water system had been considered by the Town of Truro at one time, but the voters turned it down. He says that Truro has got to come to the point where it knows just how many people Truro can support. It will have to determine just how much water Truro can use and how much can be exported to Provincetown. He felt a study of population limitations must be made and very soon.

Dr. Nickerson proposed that the Commission approve the ideas embodied in the Special Conditions and give the Provincetown proposal its blessing but urge that the Town look within its own town limits without going into Seashore water supplies any further than possible. It was so moved, seconded and VOTED.

#### 8. Nauset Beach Agreement

Superintendent Arnberger stated that the Agreement between the Towns of Chatham and Orleans and the National Park Service for cooperative land management of Nauset Beach had been signed by the three parties involved. The Agreement signed was the same as presented at the previous meeting, with the exception of the removal of the item which stated "No charge is to be applied by the Towns for the exclusive use of and/or access to Government-owned lands." This was requested by the two towns.

It was moved, seconded and VOTED to approve the Agreement.





#### 9. 1972 Outdoor Recreation Vehicle Regulations

Mr. Arnberger stated that discussions have been held with the Massachusetts Beach Buggy Association about the proposed oversand vehicle regulations limiting the number of vehicles and the amount of time that self-contained campers can spend on the beaches. Minor adjustments in procedures only are being discussed. For the moment, at least, the limit for the number of vehicles remains at 70, and the number of days at 21. Reservations will be only from Monday through Friday, and it will be first come, first served basis for the weekends. If all reservations have not been filled and there is unused capacity, then it will be made available up to the established limit.

#### 10. Agenda Items and Date for Next Meeting

June 23 was set as the date for the next meeting.

#### 11. New Business

Mr. Arnberger said that vehicles have been driving at random indiscriminately over Bound Brook Island, taking off from the narrow dirt roads. The Seashore would like to discourage this sort of activity by fencing off a small pull-off for cars to park in, and posting it. The Seashore does not intend to close off existing roads but wants to stop the creation of new ones. It was moved, seconded and VOTED, with one dissent by Mrs. Wiles, to approve the policy of the Seashore on this matter.







(For Administrative Use Only)

M I N U T E S

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

AT

Headquarters, Cape Cod National Seashore

June 23, 1972

Ninety-ninth Meeting



AGENDA

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

Ninety-ninth Meeting

June 23, 1972

<u>Item</u>	<u>Subject</u>
1.	Adoption of Agenda
2.	Approval of Minutes of Previous Meeting
3.	Communications
4.	Progress Report - Superintendent
5.	Eastham Little League proposal
6.	Highland Light Environmental Impact Statement
7.	Provincetown Airport Master Plan
8.	Land Acquisition Status Report
9.	Peters construction proposal - Truro
10.	Agenda Items and Date for Next Meeting
11.	New Business





The ninety-ninth meeting of the Cape Cod National Seashore Advisory Commission was held on June 23, 1972 at the Administration Building in the Marconi Station Area, South Wellfleet, Massachusetts. It was preceded by a field trip to Highland Light, Marconi Beach, sites being considered in Eastham for a proposed Little League ballfield, and the Peters' property in Truro. The following members were present:

<u>MEMBERS</u>	<u>Representing</u>
Joshua A. Nickerson, Chairman	Barnstable County
Nathan Malchman, Vice Chairman	Town of Provincetown
Robert A. McNeece, Secretary	Town of Chatham
Ralph A. Chase	Town of Eastham
Dr. Norton H. Nickerson	Commonwealth of Massachusetts
Chester A. Robinson, Jr.	Secretary of the Interior
Linnell E. Studley	Town of Orleans
Esther Wiles	Town of Wellfleet

OTHERS      National Park Service, U.S. Department of the Interior

Leslie P. Arnberger, Superintendent, Cape Cod National Seashore  
James C. Killian, Chief, Environmental Planning, CCNS  
Frederick L. Meyer, Chief, Land Acquisition Office, CCNS  
Albert J. Benjamin, Chief, New England Field Office, Boston  
Lois McNaul, Secretary, CCNS

ALSO

Charles Orsi, District Supervisor, Massachusetts Department of Natural Resources representing Arthur W. Brownell (Commonwealth of Massachusetts); Stephen R. Perry, Selectman, Truro, representing Town of Truro; David F. Ryder, Selectman, Chatham; Freeman C. Hatch, Prescott B. Cummings, Fred G. LaPiana, Jr., Selectmen, Eastham; Commander William W. McKellar, Chairman and Gerald Ormseth, of the Provincetown Airport Commission, and Cranston R. Rogers and Ashraf Jan of Charles A. Maguire & Associates, Inc.



### 1. Adoption of Agenda

It was moved, seconded and VOTED to accept the Agenda as printed.

### 2. Approval of Minutes of Previous Meeting

It was moved, seconded and VOTED to accept the Minutes of the 98th meeting as printed.

### 3. Communications

Chairman Nickerson noted that Mr. Arnberger had received the Distinguished Service Award in Washington on the 15th of June and made a motion which was seconded and VOTED to have the Advisory Commission go on record in a letter to the Secretary of the Interior with a copy to the Director of the National Park Service stating its pleasure that his untiring efforts at the Cape Cod National Seashore have been recognized.

Dr. Nickerson mentioned having sent a proposal to the Governor of Massachusetts suggesting that he personally participate in signing ceremonies of his proclamation on the Centennial Year of the National Parks at the Seashore. He said he would follow up on it.

Chairman Nickerson read a letter dated June 19, 1972 from Henry R. Guild to Mr. Arnberger on the subject of land to be used for an Eastham Little League field. The letter expressed Mr. Guild's belief that the use of Seashore property for this purpose would not be in keeping with the intent of the Act. He stated that he would be happy to attempt to work out something satisfactory both to the Seashore and himself. It was decided to take up Item 5 of the Agenda at this point since the Eastham Selectmen had arrived and were waiting.



## 5. Eastham Little League Proposal

The field the Town has now at the Grammar School is not adequate. It hopes to obtain land which will be adjacent to existing parking space and toilet facilities. Forty-four acres were recently acquired at Great Pond and the Town thought this might be used for a Little League Field but the proposal was turned down at the March Town Meeting. The property in the vicinity of the M. F. Roach Co. plant is also being considered but the Recreation Committee is not in favor of it because it is pretty well torn up, not centrally located, and there are no restrooms or parking facilities handy. There was concern that a ballfield would detract from the natural appearance of the Seashore since the location proposed is right at the entrance to it. However, it was mentioned that a buffer zone with screen planting could be set up between the highway and the field.

The Commission was in sympathy with Mr. Guild's not wanting Park lands used for other than strictly Park purposes but at the same time it would like to do something for the young people. After considerable discussion the consensus was not to take official action at present but to suggest that Mr. Arnberger contact Mr. Guild.

Mr. Guild should be made aware of the Town's reasons for wanting the field located adjacent to the Town Hall; i.e., restrooms and parking lot available and a central location; also, that the Town would be willing to accept restrictions on the use of the land. Perhaps it would be possible for the Town to come to an agreement with Mr. Guild whereby the parcel of land immediately



adjacent to the Town Hall which he still owns could be utilized for the Little League Field. A copy of Mr. Arnberger's reply to Mr. Guild's letter was to be sent to the Eastham Selectmen but, before mailing, it would be cleared with Chairman Wickerson.

### 7. Provincetown Airport Master Plan

Since the interested parties from Provincetown were waiting to be heard they were asked to present their plan after the Eastham Selectmen departed.

A summary of the Airport Study Recommendations had been prepared by Mr. Killian and distributed to the Advisory Commission members previously, as follows below:

1. Report indicates that the present runway will be adequate for 1992 projections.
2. Existing runway (3500 feet) is adequate for loads up to 22,500 lbs.

Recommendations: Do not extend runway, but restrict weight to maximum of 22,500 lbs.

### 3. Terminal Area

- a. Apron area - lack of parking aprons is most pressing need. This obstructs aircraft operations and creates safety problem due to pedestrian use of taxiways.
- b. Administration/Passenger terminal - short range (1972-77) adequate, 1978-82, a new terminal building is proposed.
- c. Parking - additional 10 cars in period 1983-92.
- d. Hangar - 1978-82 plan envisions possible new hangar.

### 4. Access - adequate.

### 5. Airport lighting

- a. Runway lighting - low intensity runway lighting system estimated to last for another five years, but should be replaced with medium intensity runway lighting system.





b. Taxiway lights - installation proposed in short range plan (1972-77).

c. Visual approach aids - none at present

Medium intensity approach light system (MALS) recommended for runway - 7 approach under short range plan (1972-77) where additional land will be needed under Special Use Permit.

Runway end identified light system (REILS) provides circling guidance. Recommended for Runway - 25, which has two flashing lights located at end of runway.

Abbreviated visual approach slope indicator system (AVASI) provides descent guidance on runways without electronic guidance. Two light units located 50 feet from left runway edge. Proposed for Runway - 25 under intermediate plan (1978-92).

d. Apron Lights - illumination for parking area.

e. Nav aids - a non-directional radio beacon serves the airport. For improved service a VORLOC - 11 type localizer is recommended to provide electronic azimuth during the instrument approach.

Commander McKellar and Gerald Ormseth of the Provincetown Airport Commission and Cranston R. Rogers and Ashraf Jan of Charles A. Maguire & Associates, Inc. were introduced.

Mr. Jan proceeded with a detailed explanation of the Master Plan which included an inventory of airport facilities, a forecast of future demand, a demand/capacity analysis for various elements of airport such as runways, parking of aircraft and terminal buildings. The determination of requirements was broken down into various planning periods for the next 5, 10 and 15 years. The major deficiency is lack of sufficient parking aprons for aircraft, and the Provincetown Airport Commission is in the process of planning an extension of apron space by constructing a 500 ft. x 100 ft. strip. The auto parking space is adequate at present.



He pointed out that with seasonal use the present runway should suffice through 1992 utilization. In the future the Commission might like to extend the runway 500 feet. He said it was recommended not to extend it at present but to restrict the weight to 22,500 lbs. and not to consider a cross-wind runway under the present use. No adverse noise impact is anticipated.

Airport lighting and navigational aids were analyzed and lights for navigational aids are recommended, as follows:

Table II-C-2

Proposed Airport Lighting and Navigational Aids, Provincetown

	<u>1972-77</u>	<u>1978-82</u>	<u>1983-92</u>
a. Runway Lighting		Replace LIRLS with MIRLS	
b. Taxiway Lighting	MITL		
c. Approach Lighting	*R-7-MAIS R-25: REILS	R-25: VASI-2	
d. Apron Lighting	Apron Lights	Apron Lights	Apron Lights
e. Navaids	Localizer VORLOC-11		

\* Runway

There is no taxiway lighting system and no approach lighting system for the runway now. It has a low intensity runway lighting system which should be maintained for approximately five years, a 10-inch beacon, a lighted cone-wind indicator and a non-directional radio beacon. Seven approach lights at the western end of runway 7 are recommended. In order to install these additional land will be needed. Runway 7 is used in bad weather. As it is now, if the minimum is below 400 feet, planes cannot



come into the airport in bad weather. The plan recommends that the Provincetown Airport Commission acquire control of land for the installation of approach lights and clear zones.

Commander McKellar remarked that the Commission would appreciate an indication from the Seashore Advisory Commission to the effect that it has had the opportunity of hearing the Airport Master Plan and has noted the proposal.

A motion was made, seconded and VOTED that the Advisory Commission go on record as having been apprized of the Airport Master Plan and is in general agreement with the use of lands beyond the lease area for navigational aids only, with no further development contemplated of runways or pertinent buildings that might encroach on lands owned by the Seashore; that it has no objection to aids to navigation at the north end of the airport.

The remark was made that it is important that the airport be kept mainly as a feeder line to Boston, as a complement to the total transportation picture on the Cape.

A public hearing will be held in Provincetown at which time all interested agencies and organizations will be notified, which include the New England Regional Office of the Federal Aviation Agency, the Massachusetts Aeronautics Commission and Arthur D. Little, Inc., the Commission's consultant for the Massachusetts Airport System Study, the Seashore, the Cape Cod Planning and Economic Development Commission, Provincetown-



Boston Airlines, Inc., The Provincetown Board of Selectmen, Provincetown Town Manager, the Provincetown Planning Board, and the Provincetown Chamber of Commerce.

#### 4. Progress Report - Cape Cod National Seashore

Superintendent Arnberger presented a progress report of activities at the Cape Cod National Seashore as follows:

Visitation through the month of May totals 975,767 visits. This is a whopping increase of 34 percent over visitation for the same period in 1971.

The time allowed under the contract for completion of the new beach facilities at Marconi is up today, June 23. The job is essentially complete and the facilities will be open for public use this weekend. All that is lacking is a transformer still on order, so until this is received the facilities will be lacking power. The project of resurfacing a small section of Nauset Road was completed this week. Presently underway is a relatively minor contract for undergrounding of power and telephone lines from the headquarters area to the pumphouse. This job should be finished within the next week or so.

Without a doubt the most important event and, for that matter, perhaps the most trying experience during my superintendency at Cape Cod was the festival held at Race Point, May 28. As originally conceived this was to have been one of the small local musical programs sponsored by the Provincetown Academy of the Living Arts which had been successfully presented in Seashore amphitheaters on two previous occasions. Unfortunately this program apparently fell into the hands of a young man representing PALA





who promoted the festival far beyond what was authorized in our discussions with the sponsor and by the permit which was issued. The result was that perhaps as many as 12,000 young people turned out for this affair on what has since turned out to be the only perfect weekend weather-wise that we have had all spring long. As we have done on previous occasions we worked closely with the Provincetown Police Department before the permit was issued to insure that the matter was properly coordinated with the Town. The Provincetown Police Department made inquiries through the State Police and it was only after these precautions had been taken and assurances received that the permit was issued. By the time it became evident that the affair promised to mushroom into something larger than anticipated it was too late to attempt to cancel the permit and call off the program.

The really important thing about the Race Point festival was not what happened, but what did not happen. There was no violence; there was no damage outside of the National Seashore, and what damage did occur to Seashore facilities and grounds was not what I would characterize as malicious destruction. That the affair came off as peacefully as it did was due in no small measure to the outstanding performance of Park Rangers and a detachment of 11 U.S. Park Police from Washington, D.C., as well as to the wonderful cooperation we received from the Provincetown Drop-In Center, the Rescue Squad and other Town departments. This was a somewhat painful lesson to many of us, and you may be sure that this office, at least, will continue to make all efforts to avoid a repetition of this sort of thing.



Considerable time has been devoted during the past six weeks to meetings with various sportsmen's organizations to thrash out final details relating to limitations and procedures for regulating off-road vehicles. The final procedures limit use by regular sand vehicles to 250 vehicles a week during the summer season. Self-contained campers will be limited to 100. For camper vehicles the area will be open by reservation from Monday through Friday and on weekends on a first-come first-served basis. Camper vehicles will be entitled to a maximum stay of 21 days. Any unused capacity will be available to campers without reservation up to the total of 100. Each of you has been provided with a copy of regulations and procedures which will explain this system in more detail.

As we all feared the fee system for the Seashore, at least at this particular moment, is in a state of confusion pending the imminent passage of the Federal Recreation Fee System legislation by Congress. Until the details of the new fee system have been clarified the charging of fees at Cape Cod has been temporarily suspended. However, I would hope that this matter would soon be resolved and that we would be in business by next week at the latest. It is our understanding that the new legislation will provide for a \$10.00 annual fee for the so-called Golden Passport as well as for the usual daily vehicle fee of \$1.00 or 50¢ a person for those in buses. In addition there will be a so-called Golden Age Passport which is a free annual permit for those over age 62. Foreign visitors will be accorded free entry, but only upon presentation of a passport which should alleviate some of the problems which developed last summer with respect to free entry for Canadians.



Coast Guard Beach is in very poor condition this year as a result of the extreme erosion caused by last winter's storms. At high tide the water comes up almost to the foot of the concrete slabbing and fill that was placed this spring. Some of the concrete has moved down into the beach itself and poses a hazard to swimmers and waders. Consideration is being given to trying to get some heavy equipment down on the low beach at low tide to attempt removal of the more hazardous obstacles. Safety considerations may make it necessary to close some portions of the beach to public use.

Recently we have had discussions with representatives of the American Youth Hostels regarding the possibility of utilizing one or more of the Mitre Sites for a hostel similar to what has been so successfully operated by the AYH at Little America. It seems almost certain that AYH will take over at least one and possibly two sites and that a new hostel will be ready for operation possibly before this summer is over, but more likely for the beginning of the '73 season.

We have just concluded another extremely successful season of the NEED program. During the past 1971-72 school year we have served a total of 929 students in 32 classes representing 24 schools. For the forthcoming 1972-73 school year we already have reservations for 30 classes from 29 schools from three different New England states. The majority of these students will be coming to us from center city urban schools. We are even getting a few reservations for the 1973-74 school year including one from a school in Vermont.



Our new program for youngsters during the summer season called "Summer Days on the Cape" is shaping up quite well. We have entered into a cooperative arrangement with the Boston Youth Activities Commission. This organization will be bringing out a busload of youngsters twice a week all summer long for an overnight experience at the Seashore. The youngsters will be housed in one of the barracks of the former Job Corps Camp. The Boston Youth Activities Commission will provide two resident adult supervisors who will work with representatives of our staff in managing this program. It is our understanding that most of the youngsters will be disadvantaged from the center city areas in Boston.

The use of Advisory Commissions which has been so successful here at Cape Cod is gaining in importance. Recently there was established an Advisory Commission to work with our Northeast Regional Office with regard to Park Service activities throughout the entire Northeast Region. Dr. Charles Foster, who ably chaired this Commission during its early years, is a member of the Regional Commission.

I regret that Bill Brown, our old reliable South District Ranger, who has so ably carried out his responsibilities here for nine years has been transferred. However, I am pleased to say that his good work has been recognized and he has received a promotion to the position of Chief Ranger at Delaware Water Gap National Recreation Area. Bill's place has been taken by Mr. Frank Montford who comes to us from Big Bend National Park.

#### 6. Highland Light and Land Acquisition Environmental Impact Statements

Chief, Environmental Planning Killian distributed summary statements on Highland Light and on Land Acquisition to those present. Each summary gave a





brief description of the contents of the draft Environmental Impact Statement outlining the proposed action and action taking place (in the case of Lands) and describing the environmental effects, both adverse and beneficial.

The Environmental Impact Statement does not propose anything new - nothing in addition to what has been undertaken in the Development Concept Plan. It does not make any evaluation. It also lists any alternatives considered. Its purpose is to bring to the attention of the public and various concerned organizations and agencies actions which are taking place or are proposed and to give them the opportunity to evaluate and review the actions in the light of potential damage or destruction to the environment. It repeats the Master Plan, the Development Concept Plan and the Park legislation. Procedures established for review are as follows: The Agency responsible for the action prepares the Environmental Impact Statement. It is then sent to the Regional Office. If it meets the needs in its judgment, it is sent to the Headquarters office in Washington and cleared for Secretarial review. Then it is distributed to the public for comment, with copies sent to the interested agencies and organizations. Any adjustments are made and the statement is re-issued. The Council on Environmental Quality which is in the Executive Office of the President has the final say on whether or not the proposal will be funded. This procedure applies only to those actions having major impact on the environment.

A motion was made, seconded and VOTED to go on record as being in accord with the above-mentioned Environmental Impact Statements and supporting their acceptance as prepared as soon as possible.



## SUMMARY

(X) Draft ( ) Final Environmental Statement

Department of the Interior, National Park Service, Northeast Region, Cape Cod National Seashore

1. Type of Action: (X) Administrative ( ) Legislative

2. Brief description of action:

This project proposes the removal of auto-vehicular traffic and related parking from the center of the complex. Acquisition and removal of commercial and private homes from within the developed area is proposed. Interpretive facilities, an ocean viewing overlook, walks and trails, and peripheral parking are proposed for construction. Improvements to the golf course include lengthening the ninth hole, installation of an irrigation system, and conversion of an existing structure for a pro shop clubhouse. Aerial telephone and electrical distribution lines will be placed underground.

3. Summary of environmental impact and adverse environmental effects:

Both beneficial and adverse effects will result from the implementation of the proposed actions related to the development concept for Highland Light. Visitor control will be improved through the establishment of a centralized parking area, walks, visitor interpretive facilities, and the restriction of auto-vehicular traffic.

Adverse effects will primarily be of a minor nature related to physical disturbance of limited areas during the construction period and increased visitor generated pollution. Displacement or relocation of five property owners may also be involved.

4. Alternatives considered:

- a. Take no action
- b. Relocate the facility

5. Comments have been requested from the following:

- a. Environmental Protection Agency
- b. Cape Cod Planning and Economic Development Commission
- c. Selectmen of Town of Truro
- d. Cape Cod National Seashore Advisory Commission
- e. Truro Conservation Commission
- f. Association for the Preservation of Cape Cod
- g. United States Coast Guard - Woods Hole Group
- h. United States Department of Interior, Geological Survey

6. Date draft statement made available to CEQ and the public:



## SUMMARY

(X) Draft      Environmental Statement

Department of the Interior, National Park Service, Northeast Region,  
Cape Cod National Seashore

1. Type of action: (X) Administrative
2. Brief description of action:

Land acquisition for Cape Cod National Seashore has been underway since 1962, and is now in the final stages of completion. The land remaining to be acquired comprises approximately 5,000 acres out of the total upland area of 27,650 acres or less than 20 percent of the total land area designated with the authorized boundary of the Cape Cod National Seashore. The acreage is comprised of some 960 tracts, the majority of which will be processed through condemnation proceedings, primarily for title.

3. Summary of environmental impact and adverse environmental effects:

The environmental impact will constitute benefits that man will derive from the preservation of the Cape Cod National Seashore, the promotion of the general welfare, the creation of conditions under which man can exist in productive harmony with the natural environment, and to assure this and future generations the opportunity to enjoy the outstanding scenic, scientific, historical and recreational resources found on Cape Cod.

The acquisition of post-1959 developed tracts will restrict the use of those tracts to a life estate or a term of not to exceed 25 years in the property.

4. Alternatives considered:

No action.

5. Comments have been requested from the following:

- a. Environmental Protection Agency
- b. Cape Cod Planning and Economic Development Commission
- c. Cape Cod National Seashore Advisory Commission
- d. Selectmen of the Town of Provincetown
- e. Selectmen of the Town of Truro
- f. Selectmen of the Town of Wellfleet
- g. Selectmen of the Town of Eastham
- h. Selectmen of the Town of Orleans
- i. Selectmen of the Town of Chatham
- j. The Association for the Preservation of Cape Cod

6. Date draft statement made available to CEQ and the public:



## 8. Land Acquisition Status Report

Chief, Land Acquisition Meyer stated that the Justice Department will not file any more condemnations until we prepare an Environmental Impact Statement. This Statement should relate not only to the environment but also to the economy of the area. This appears somewhat academic now as the impact has taken place already on most of the land we have acquired. This Statement applies only to condemnation, not to direct purchase. The majority of tracts being condemned are for title - very few for price. One of the economic impacts would be the taking of land off the tax rolls.

North Beach: Two tracts have already been acquired. Thirteen appraisals are in, on properties built after 1959. The properties purchased were evaluated on an acreage basis. The zoning regulation states that no buildings can be built below the 20 foot elevation which reduces the value of the land.

On the tracts which were improved after September 1, 1959, the owners will be given the option of selling outright or retaining occupancy and use of the land for life or a term of years not to exceed 25.

We are about 90% complete. For FY 72 we have acquired by direct purchase 248 tracts, 1100 acres, \$2 million. We have condemned 425 tracts, 1600 acres, \$2,400,000. This makes a total of 673 tracts, 2700 acres, \$4.4 million. We have about \$7 million left, about 960 tracts, 3000 acres. We can finish up next fiscal year with the monies that have been appropriated.

Later on in the fall we will be appraising Nauset Marsh. One hundred forty-five ownerships will be acquired, mainly by condemnation due to the title.





The only way when the land is condemned because of a disagreement as to value is for the landowner to plead his case to the Federal Court. We are still settling cases five or six years old. There are two ways to condemn - by declaration of taking or by complaint action. With the former, the Government takes possession as soon as the case is filed in Court. The trial is held at a later date. Under a complaint, all that is filed is the notice of intent of the Government to acquire land by condemnation at some later date. The money, based on current value, is put in escrow in the Regional Office. The amount ultimately paid is determined as of the time of settlement.

#### 9. Peters Construction Proposal - Truro

The question raised is the extensive remodeling. The owner has received a permit to remodel and desires to enlarge the house to about twice or more its present size. In doing so, the roof line will be changed. The house is located on the edge of Ryder's Pond in Truro. In view of the extensive changes to be made in this dwelling, it seemed likely that some questions might be raised as to conformance with zoning regulations. The Commission could see no objection as long as it will remain a single family dwelling, set back requirements are met, and the members felt it conformed with the zoning laws.

#### 10. Agenda Items and Date for Next Meeting

Truro Selectman Perry stated that the Town of Truro would like to bring up the question of the Highland Light Golf Course at the next Advisory meeting. It seems to be the opinion of the Town officials, the Chamber of Commerce and the voters that they should not look favorably at another five-year contract under the present conditions. They are going to lose their present



manager; they are operating on a small profit; and there seems to be a need for a large investment of money to replace equipment and to adequately water the greens and fairways in order to attract more players.

Mr. Arnberger stated that the Seashore was not asking for a sizable capital investment by the concessioner with a consequent larger contract term until such time as the Seashore would be able to go ahead with the basic development in the area and then proceed with golf course improvement concurrently, perhaps five years or so away from the present time. He also stated improvements to greens including a new watering system will depend upon water resources studies and overall environmental considerations. If Truro should not renew the contract the usual procedure would be to issue a prospectus and invite offers from prospective operators. Selectman Perry remarked that, if the lease were to be for a 20-year period, this might throw a different light on the situation.

The 100th Advisory Commission meeting will be held on September 8, to which Mr. McNeece was cordially invited to attend. It is hoped that the new appointments will be in by then.

The meeting adjourned at 5 pm.







(For Administrative Use Only)

M I N U T E S

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

AT

Headquarters, Cape Cod National Seashore

September 8, 1972

One Hundredth Meeting





AGENDA

CAPE COD NATIONAL SEASHORE ADVISORY COMMISSION

One Hundredth Meeting

September 8, 1972

<u>Item</u>	<u>Subject</u>
1.	Adoption of Agenda
2.	Approval of Minutes of Previous Meeting
3.	Communications
4.	Centennial Events
5.	Progress Report - Superintendent
6.	1972 Season
7.	Highland Golf Course Status
8.	Review of Acquisition of Post-1959 Properties
9.	Special Group Camping
10.	Agenda Items and Date for Next Meeting
11.	New Business



The one hundredth meeting of the Cape Cod National Seashore Advisory Commission was held on September 8, 1972 at the Administration Building in the Marconi Station Area, South Wellfleet, Massachusetts. It was preceded by a field trip to visit some of the lesser known ponds in the Wellfleet area and the Peretz tract in Truro. The following members were present:

<u>MEMBERS</u>	<u>Representing</u>
Joshua A. Nickerson, Chairman	Barnstable County
Nathan Malchman, Vice Chairman	Town of Provincetown
Arthur W. Brownell	Commonwealth of Massachusetts
Ralph A. Chase	Town of Eastham
Dr. Norton H. Nickerson	Commonwealth of Massachusetts
Stephen R. Perry	Town of Truro
David F. Ryder	Town of Chatham
Linnell E. Studley	Town of Orleans

OTHERS                      National Park Service, U.S. Department of the Interior

Leslie P. Arnberger, Superintendent, Cape Cod National Seashore  
Norton M. Bean, Chief, Visitor Services, CCNS  
Frederick L. Meyer, Chief, Land Acquisition Office, CCNS  
Larry J. Tillman, Chief, Interpretive Planning, CCNS  
Thomas S. Swan, Jr., Chief, Park Administration, CCNS  
Marjorie S. Burling, Secretary

ALSO

John W. Carleton, Truro; Josiah H. Child, Truro; Dr. Charles H. W. Foster, Executive Secretary, Office of Environmental Affairs, Commonwealth of Massachusetts; and Mr. Eugene Payne, Wellfleet.

Absent: Chester A. Robinson, Jr., representing Secretary of Interior; and Esther Wiles, representing Town of Wellfleet.

Chairman Nickerson began the meeting by acknowledging the presence of several of the original members of the first Advisory Commission of the



Cape Cod National Seashore at the centennial meeting which also fell during the Centennial celebration of the National Parks, namely Dr. Foster, who was the first Chairman of the Advisory Commission, and has recently been elected to the Advisory Commission of the Northeast Region of the National Park Service; Mr. Child, one of the first two Commonwealth of Massachusetts' representatives; Mr. McNeece, formerly representing Chatham and Secretary of the Advisory Commission; and Mr. Carleton, the second representative of the Town of Truro.

Mr. McNeece, who submitted his resignation as representative from Chatham, was recognized by his fellow members with a scroll signed by all, and letters from Secretary of Interior Morton and Governor Sargent of the Commonwealth of Massachusetts were read. Mr. McNeece had a perfect record of attendance for all 100 meetings, since the first meeting held in Washington, D.C. in February, 1962.

### 1. Adoption of Agenda

It was moved, seconded and VOTED to accept the Agenda as printed.

### 2. Approval of Minutes of Previous Meeting

It was moved, seconded and VOTED to accept the Minutes of the 99th meeting as printed.

### 3. Communications

Chairman Nickerson said he had received his reappointment to the Advisory Commission for a 2-year term as well as his reappointment as Chairman.

Two new members have been appointed--David F. Ryder of Chatham, who succeeds Mr. McNeece, and Stephen R. Perry, of Truro, who succeeds Mr. Carleton. All other members were reappointed.



Mr. Nickerson mentioned a telephone call from Selectman Cummings of Eastham in which he reported a long conversation with Mr. Henry Guild about the proposed Little League field on Mr. Guild's property. He said an amicable settlement had been reached whereby Mr. Guild will convey some land back of the Town Hall to the Town of Eastham. There would be certain stipulations along with this conveyance about lighting at night, fencing, etc. Another stipulation Mr. Guild insisted on was that the land he had earlier conveyed to the National Seashore would be used exclusively for conservation.

Mr. Nickerson reported that a group from Gateway Advisory Commission for a proposed recreation area at the entrance of the Connecticut River visited the Seashore in August for the purpose of observing visitation impact during the summer season, as well as to see developed areas in the Seashore.

#### 4. Progress Report - Cape Cod National Seashore

Superintendent Amberger presented a progress report of activities at the Cape Cod National Seashore as follows:

The 1972 season is now a thing of the past, and it seems to me that this was perhaps the smoothest operation of the four summers that I have been here as Superintendent. There were a few bobbles with regard to the fee system in the beginning of the season, but authority was finally received to implement our own National Park Service system on June 28. In spite of rather poor weather in June and July our visitation figures show a rather surprising increase. The figures when adjusted for comparability





with last year indicate an increase of about 11% over the comparable period of 1971. We did have some exceptionally busy days during this summer, and Sunday, July 2, seems by all counts to have been perhaps the all-time record day for visitor use. Surprisingly, however, it was not necessary to open the Provincetown beaches for emergency overnight use during the 4th of July period, nor for the Labor Day weekend.

The new Marconi bathhouse and water and power system were finally 100% complete just in time for the 4th of July rush. The new facilities were indeed most welcome as there was a substantial increase in use at Marconi Beach this year. However, interestingly enough, Marconi is still operating far below capacity, so there is ample growing space left within existing Seashore facilities.

As you know, we did implement this year on an experimental basis further restrictions and limitations on Off Road Vehicles. This led to some controversy and complaint, and the results, while generally satisfactory, still left some room for improvement. Most of the problems developed with regard to restrictions on non-self contained vehicles. Initially we limited these vehicles to 250 a week, but this proved to be lower than existing levels of use, and complaints came in from both local residents as well as from off-Cape visitors. To meet this situation we increased the quota to 300 per week and delayed issuance of the validation stickers until Friday afternoon rather than Friday morning. This seemed to do the trick, and the system has worked fairly well for the remainder of the season. The limitation of 100 vehicles and 21 days on self-contained



campers has worked out quite well. Full capacity for campers was reached on only one or two weekends during the summer. We plan further improvements of the system for next summer.

Our experimental interpretive drama entitled "A Cape Codder: Now and Then" worked out quite well after a somewhat shaky premiere performance. It was presented four times to a total audience of more than 3300 persons. We are considering continuing this drama as a part of our regular interpretive program next year at both amphitheaters.

Early in July we issued a 10 year Special Use Permit to the Wellfleet Historical Society authorizing the use of the old Rowell house on Gull Pond Road for development of a living history exhibit. The house is now referred to by the Society as the Samuel Rider house which should avoid confusion with the smaller Rowell house in the same area, which is of some historic interest. The Society is seeking a resident family for the house who will also take over the duties of maintenance and provide caretaker services.

At long last the radar dome on the Mitre Site has been removed. Work is underway on removal of the other surplus items, including the base of the dome, antenna masts, and the remaining sections of fencing and other installations. The American Youth Hostel, Inc. has had plans prepared for the remodeling of the interior of the large building where the dome was located at the Mitre Site. We are hoping that AYH will be able to undertake the remodeling of this building this fall and open it as a hostel next season with a capacity of between 50 and 60 hostellers.



After considerable delay, correspondence and telephone calls, with the Gulf Oil Co., some exterior improvements are finally underway on Dick's Gulf Station in Truro. False brick facing is being applied to the building, and a false mansard roof is also being installed. The job is about half done and has been at this stage now for several weeks.

The week of August 6-12 was designated National Park Week by a Proclamation signed by Governor Sargent. Special thanks go to this Commission and particularly to Dr. Nickerson, Linnell Studley, and State Senator James DeNormandie for their efforts in seeing the Proclamation through to completion. Presentation of the Proclamation to the public was made by Dr. Nickerson on the evening of August 3 when he appeared as guest speaker at the Salt Pond amphitheater.

In June we received a request from Provincetown for test wells and water exploration within the National Seashore. This request involved the sand dune area in Provincetown and Truro. A preliminary draft of a Special Use Permit has been prepared and is now being reviewed by the U.S. Geological Survey hydrologists.

As some of you may have noted, the public hearing for the new Provincetown Airport Master Plan was held on August 17, and has stirred up a bit of controversy. We were surprised to discover that the Plan reviewed in August had been changed in some respects from the Plan that was reviewed by the Advisory Commission at its meeting on June 23. The major change was a proposal for extending the runway 500 feet, which would go beyond the limits of the present designated area and would involve some



additional Seashore property. We were further concerned to learn that the preliminary State Plan as tentatively proposed had an 1100 foot extension, and indeed this is reflected on one of the maps in the Provincetown Airport Master Plan itself. I presented a Statement on behalf of the Park Service which generally supported the upgrading of safety features and service of the existing airport along the lines reviewed by the Commission in June, but expressed reservations to the proposal for the 500 foot extension and strong opposition to the possibility of an 1100 foot extension.

Following the progress report, questions arose as to what happens next to the Airport Master Plan. Mr. Arnberger explained that following the public hearing and presentations, the Airport Commission is now considering all this data, and the next step will be the publication of the final Plan. He further explained that legislation giving the Province Lands to the Seashore had certain requirements with regard to continuation of the airport so the Seashore is bound by specific terms of this legislation to continue to work with the Airport Commission. However, it does not mean that the Seashore should give blanket approval to all requests, but they will have to be negotiated and worked out. The extension requested is to the present runway to the southwest toward Wood End. The Plan presented to the Commission in June had forecast present equipment to be replaced by STOL aircraft designed to operate on a runway 1800' in length. (The present runway is 3500' long) Mr. Malchman heard from Chairman McKellar that the entire existing runway had been used over Labor Day weekend.

#### 6. 1972 Season

Chief, Visitor Services Bean and Chief, Interpretive Planning Tillman described the 1972 season at the Seashore.





9/6/72

## Cape Cod National Seashore

1972 Season OperationVisitation (entire Seashore)

Visitation at Cape Cod National Seashore showed an increase for the period January through August 1972. Comparative figures for this January - August period are as follows:

1972	-	3,897,332	-	20%	Increase
1971	-	3,252,496	-	3%	Increase
1970	-	3,165,509	-	5%	decrease
1969	-	3,335,442	-	14%	increase
1968	-	3,194,612	-	15%	"
1967	-	2,789,054	-	8%	"
1966	-	2,594,987	-	24%	"
1965	-	2,092,247	-	25%	"
1964	-	1,668,854	-		

August visitation for 1972 was up from August 1971:

August 1972	1,226,539	15% Increase
August 1971	1,070,801	

Visitor Centers

January through August

<u>Salt Pond</u>			<u>Provincelands</u>	
1972	366,724	10% increase	249,299	39% Increase
1971	333,055		179,741	

Beach Use

<u>1972</u>		<u>1971</u>	
June	343,316	June	387,476
July	723,121	July	649,615
August	693,515	August	728,422
	1,759,952		1,765,513
			.003% decrease



	Jun-Jul-Aug 1972	Jun-Jul-Aug 1971
Coast Guard	331,932	395,191 ----16% decrease
Nauset Light	272,003	269,201 ---- 1% increase
Marconi	103,330*	115,762 ----11% decrease
Race Point	470,295	268,583 ----75% increase
Herring Cove	518,845	642,224 ----19% decrease
Head of the Meadow	<u>63,548</u>	<u>74,552</u> ----15% decrease
Total	1,759,953	1,765,513

\*Marconi Beach closed for month of June due to construction of bathhouse.

## Surfing

### Coast Guard, Nauset Light and Marconi Beaches

	<u>1972</u>	<u>1971</u>	<u>1970</u>	<u>1969</u>	<u>1968</u>	<u>1967</u>	<u>1966</u>
July	2,640	5,893	4,313	2,531	6,517	3,474	6,135
August	<u>2,987</u>	<u>6,634</u>	<u>4,758</u>	<u>5,655</u>	<u>5,416</u>	<u>2,900</u>	<u>5,175</u>
	5,627	12,527	9,071	8,186	11,933	6,374	11,310

Marconi Beach included only from 1969 through 1972

## Lifeguard Services - 1972

	<u>Lost Children</u>	<u>Rescues</u>	<u>Assists</u>	<u>First Aid Cases</u>	<u>Enforcement Actions</u>
June	1	0	5	15	716
July	24	5	58	107	3,906
August	<u>19</u>	<u>6</u>	<u>46</u>	<u>119</u>	<u>4,533</u>
Total	44	11	109	241	9,155

## Fee Collection 1972

Annual:	\$ 17,900.	1971:	\$147,955
Daily:	128,054.	1970:	\$156,352
Individual:	<u>184.</u>	1969:	\$127,040
		1968:	\$128,317
Total	\$146,138.		

Golden Age Passports: 1,692 -(Value \$16,920)

## Beach Totals

Coast Guard	\$33,852
Race Point	29,032
Herring Cove(South)	23,168
Herring Cove(North)	13,507
Marconi	19,475
Nauset Light	15,000
Head o' Meadow	12,034



## Bicycle Trail Accidents

So far this year there have been a total of 22 accidents on bicycle trails as compared with 29 in 1971 for the same period.

### Dunes Parking Area - 1972

	<u>1972</u>		<u>1971</u>	
	<u>Cars</u>	<u>People</u>	<u>Cars</u>	<u>People</u>
June	13,453	41,704	13,412	41,677
July	21,052	67,366	15,500	49,600
August	<u>27,837</u>	<u>91,862</u>	<u>25,603</u>	<u>84,490</u>
Total	62,342	200,932	54,515	175,767



## OVERSAND VEHICLE OPERATIONS

A resume of the oversand vehicle operations in the North District of Cape Cod National Seashore during the 1972 calendar year through September 4th:

### Oversand Permits Issued

	<u>1972</u>	<u>1971</u>	<u>1970</u>
4 Wheel Drive	1,427	1,513	1,329
VW etc. Dune Buggies	131	197	216
Self Contained	327	411	334
All Terrain Vehicles	<u>2</u>	<u>16</u>	<u>NA</u>
TOTAL	1,887	2,137	1,879

Perhaps two dozen requests were received to register all terrain vehicles including 3 wheel motorcycles. The three wheel cycles were prohibited by park regulation and the remainder of the ATV's were not registered as pleasure vehicles according to the Massachusetts law dated February 1, 1972. Only 2 vehicles were able to comply with the new regulations. Most ATVs do not fit the sandroutes because of their narrow wheel bases and would best be used on the beach if at all. Their very nature of being able to "go anywhere" may prove a great temptation to their owners to drive outside designated routes in violation of Park regulations and to the detriment of the environment.

The registration of all oversand vehicles was again carried out at the Province Lands Visitor Center. Hours of operation during the peak season were 9:00 AM to 7:00 PM. All eight employees assigned to the Visitor Center took their turn in the issuance of annual permits for all vehicles as well as weekly and weekend passes for the self-contained units. Weekly permits for the non self-contained vehicles were issued by the tellers at all 4 fee booths on the North District.

### Limitation of Oversand Use

In order to stabilize the amount of use on the sand routes a restriction on the number of vehicles permitted to be in the area during any one time period was initiated. Four wheel drive and dune buggies were limited to 300 and the self-contained vehicles to 100. The 300 weekly validation sticker for regular vehicles were issued at the fee booths. The 100 permits for the self-contained were issued at the Visitor Center beginning at 9:00 AM to 6:00 PM on Friday and at the Race Point Fee Booth after 6:00 PM until 12:00 midnight. Other days during the week a self-contained vehicle operator was required to pick up his permit at the Visitor Center.

During the 10 week period between June 26 and Labor Day the set capacity for self-contained vehicles was filled only once and that was the Labor Day Weekend.





The regular sand vehicle permits were a different matter. Up through July 6th 250 permits was the limit but on the second week the permits were all given out by the afternoon of the first day they were issued. Many people were disappointed. Vehicle operators obtained permits whether they were going to use them or not and created a "run" on the system. The next weekend the number was increased to 300 and the time of first issuance was moved from 9:00 AM to 3:00 PM. This enabled people off Cape and those who were working to have a more equitable chance to secure a permit. The remaining weeks were less hectic and the permits were available until Saturday afternoon and sometimes as late as Thursday morning. Although the system was far from perfect it did set a precedent for control.

### Sand Routes

Only minor changes were made in the location of the existing sand routes. Vehicle circulation was essentially the same as in 1970-71 except the portion of the dune route from the north end of Pilgrim Lake to High Head Road has been closed to traffic between May 15 and October 15 except to one dunes taxi operator who operates under a special use permit.

Sign replacement and general route maintenance was carried out by the sand patrol rangers as necessary.

The condition of the sand routes are about the same as last summer. General observation is that some of the dune taxi operators contributed greatly to the sand route deterioration. Some were found plowing through the sand without having deflated their tires sufficient to assure smooth operation. Over inflated tires dig up the routes badly.

### Guide Booklet

The Oversand Vehicle Trail Guide was revised early in the season. Changes made were as follows:

1. Tern nesting areas were indicated on the map.
2. Self-contained vehicle parking areas were designated.
3. Areas closed to sand vehicles were noted on the map.
4. Overnight self-contained camping was prohibited in the area south of Herring Cove.

Each sand vehicle operator was given a trail guide at the time of vehicle registration.

### Ranger Patrols

Sand patrol was carried out by experienced returning rangers who performed the duties of route and beach patrol, visitor assistance, minor maintenance, litter collector and pick up along the routes, camping area management, resource protection, law enforcement, and the gathering of visitor use data.



This was the second season for the International Travelall which gave average performance. It was also the first season for a new Jeep which gave very poor service. It was plagued with numerous breakdowns and failures during the entire summer. At least a week's patrol was lost because of equipment failure.

At least one additional vehicle and ranger is needed to provide anywhere near adequate coverage of the dunes area.

## Law Enforcement Report

### I. Written Warnings and Citations

#### A. Written Warnings, 1972 Season

1. Total Number Issued - 39
2. Breakdown of written warnings according to category:
  - a. 7.67(c)(5) - Driving off the designated marked oversand routes - 12
  - b. 7.67(c)(1) - Driving on the designated sand routes without an annual permit - 15
  - c. 7.67(c)(1) - Driving on the designated sand routes without a weekly sticker - 11
  - d. 7.67(c)(2) - No properly self-contained - 1

#### B. Citations, 1972 Season

1. Total Number Issued - 17
2. Court Dispositions
  - a. Number Guilty - 15
  - b. Number Filed (No Finding) - 2
  - c. Pending - 0
  - d. Amount of Fines Paid - \$165.00
3. Breakdown of Citations According to Category:
  - a. 7.67(c)(1) - Driving on the designated sand routes without an annual permit - 3
  - b. 7.67(c)(5) - Driving off the designated, marked oversand routes - 12
  - c. 2.6 - Operating a motor vehicle in an area restricted to public use - 2



## II. Revocations and Ineligible Persons

Five annual permits and one weekly validation pass were revoked during the season by sand patrol rangers. This action was taken in certain instances deemed appropriate by the citing ranger, after the individual involved had been found guilty in the U. S. Magistrate Court.

Three individuals were deemed ineligible to receive a 1972 oversand vehicle annual permit. They were not afforded the privilege of obtaining a permit because they had committed serious violations of the oversand vehicle regulations prior to April 1972, the first month of the 1972 season that permits were available.

The enforcement workload for the most part, fell upon three seasonal employees, two of whom are experienced sand patrol rangers and one who is inexperienced.

### Communications

Of the two Citizen Band radios donated by the MBBA only one is now in operation. It is located at the Province Lands Visitor Center. The other set which was located in the summer quarters of the Supervisory Sand Patrol Ranger has been returned to the MBBA for repairs.

The regular park radio system performed poorly this season. It hampered operations considerably. A number of times units were able to receive and not transmit or vice versa. It was frustrating during emergencies.

### Commercial Operations

Six companies operated a total of 22 dunes taxis under permit from the Seashore. This is an increase of 5 over 1971. A total of 29 drivers were under permit as guides to conduct sightseeing trips over the beaches and dunes of the Province Lands.

### Beach Buggies and Overnight Use

"Self-contained vehicles" with permanently installed toilets and holding tanks were allowed to camp on the beaches overnight in 4 designated parking areas. They could remain on the beach in time periods of 3 and 4 days before coming off to secure a new permit and dump their holding tanks. The periods were Friday through Sunday night and Monday through Thursday night.

Sand patrol rangers kept a daily count of the self-contained vehicles on the beach as well as chase or regular vehicles. The following is a monthly count of camper unit days.



The period covered is from June 17 through September 4th:

	<u>Campers</u>				<u>Regular Vehicles</u>		
	<u>1972</u>	<u>1971</u>	<u>1970</u>		<u>1972</u>	<u>1971</u>	<u>1970</u>
June	269	NA	NA		430	NA	NA
July	1553	1789	1486		1541	734	716
August	1210	1160	1453		1192	532	687
Sept.	<u>236</u>	<u>714</u>	<u>484</u>		<u>253</u>	<u>261</u>	<u>209</u>
TOTALS	3268	3663	3423		3416	1527	1612





# Division of Interpretive Planning

Walks June 1 - Labor Day

1971 (21)

<u>Title</u>	<u>Times Given</u>	<u>Total Attend.</u>	<u>Av. Attend</u>
Hatches Harbor	9	172	19
Beach Stroll	10	159	15
Pilgrim Heights	66	715	12
Beech Forest	65	634	10
Bird Walk (North District)	10	245	25
Seashore Walk	30	857	28
Pilgrim Lake Dunes	29	817	28
Children's Walk (North District)	64	943	15
Great Island	28	431	29
Wild Plants	8	445	55
White Cedar Swamp	18	960	53
Nauset Marsh	27	494	29
Tidal Flat	37	1,153	39
Sunset Beach - Great Island	5	366	73
Sunset Walk - Coast Guard Beach	10	1,215	121
Sketching	26	248	10
Salt Pond Loop	68	1,775	26
Fort Hill	18	494	27
Children's Walk (South District)	63	2,255	33
Bird Walk (South District)	111	204	18
Beach Walk	24	337	24

1972 (20)

Beach Walk	25	686	28
Bird Walk	28	511	19
Children's Walk (South District)	31	1,205	39
Fort Hill	24	783	33
Fresh Brook Village	12	647	54
Nauset Marsh	18	544	31
Night Prowl	8	262	33
Sketching	24	216	9
Salt Pond Loop	62	1,719	28
Sunset Beach	14	1,275	91
White Cedar Swamp	15	669	45
Wild Plants	16	701	44



# Walks (Continued)

1972 (20)

Beech Forest	15	234	16
Children's Walk (North District)	22	619	28
Province Lands Dunes	25	657	28
Pilgrim Spring	32	514	16
Seashore	45	1,055	24
Small's Swamp	19	304	16
Hatches Harbor	7	95	14
Sunset Walk	7	955	137

## B. Combined Total Attendance for all walks

1971:	16,565	(727 walks)
1972:	15,784	(533 walks)

## C. Average Attendance all walks

1971:	24
1972:	29

# Talks June 1 - Labor Day

## A. Total and Average Attendance - North and South Districts

1971: North District - 9,234 (71 talks)	Av. Attend: 130
South District - 23,402 (74 talks)	Av. Attend: 316
1972: North District - 9,111 (73 talks)	Av. Attend: 124
South District - 23,446 (75 talks)	Av. Attend: 312

## B. Total Attendance at Plays (4 times) - 2,925

# I. Craft Demonstrations

## A. Total and Average Attendance - Each Individual Demonstration

<u>1971</u>	Quarterboard (10 times)	1903	190
	Scrimshaw (10 times)	1736	174
	Bird Carving (11 times)	1907	173
	Shellfishing (18 times)	1025	56
	Surf Casting (15 times)	2113	140



### III. Craft Demonstrations (Continued)

#### A. Total and Average Attendance

<u>1972</u>	Water Color (9 times)	365	40
	Scrimshaw (9 times)	623	69
	Pottery (9 times)	845	94
	Flower Collage (9 times)	525	58
	Shellfishing ( <i>9 times</i> )	986	109
	Surf Casting (9 times)	692	76

#### B. Combined Total Attendance - All Demonstrations

1971:	8,684
1972:	4,036

### IV. Visitor Centers

#### A. Total Visits for Each District - June 1 - Labor Day

1971:	North District	150,365
	South District	291,741
1972:	North District	199,522
	South District	316,825

### V. Surf Rescue Demonstrations

#### A. Total Number Given - Total Attendance - Average Attendance

1971:	68	5,155	76
1972:	56	5,222	94

### VI. Lifesaving Exhibit

#### A. Total Attendance

1971:	5054
1972:	4732



There was some question about whether the Dunes parking area would need to be enlarged. Mr. Arnberger said he hoped, with the one hour limitation on parking, that it would be possible for the Seashore to keep it at its present size. However, records and figures from this summer's use must be evaluated before a final determination can be made. There has also been a tow away zone established along Route 6 from Dunes parking area to beyond Snail Road which appears to have solved the roadside parking problem of other years.

#### 9. Special Group Camping

With the arrival of Mr. Eugene Payne, Assistant District Commissioner for the Cape Cod Council, Boy Scouts, the Agenda item on special group camping was taken out of order and discussed.

Mr. Bean outlined the reason for bringing this item before the Commission stating that the Seashore has had many requests, particularly from Boy and Girl Scouts, to camp in the Seashore. With no Government operated camping areas and the fact that most privately operated campsites are not interested in large groups of campers, the Seashore has turned most of these requests over to the Scoutmasters of Wellfleet and Truro troops which have camping areas. Both have been extremely cooperative, and last year there were 20 to 25 groups, averaging about 15-20 people. There were very few problems. Mr. Payne described the Wellfleet campsite as having a pitcher pump and a "Chick Sale", while the Truro campsite is more primitive with no water. The Wellfleet area is about 10 acres in size and is larger than the Truro area. Mr. Payne said the only restriction his Scout group asks is





# GROUP CAMPING REQUESTS

1968 - 1972

Type of Group	1968		1969		1970		1971		1972	
	No. of Requests	Total Persons	No. of Requests	Total Persons	No. of Requests	Total Persons	No. of Requests	Total Persons	No. of Requests	Total Persons
Boy Scouts	3	45	2	35	3	77	5	103	3	50
Girl Scouts	1	15	1	15			2	75		
YMCA					1	165				
Private School					1	17				
Bicycle Marathon									1	100
Penal Institutions (including Youth Camp, Nickerson State Park)							2	18	1	100
Environmental Groups									4	79
Retarded Youth							1	16		
Girls Camp					1	20				
Camporee - Boys & Girls							1	300		
	4	60	3	50	6	279	11	512	9	329

Note - These were requests of which we have written records. Our records do not indicate how many of the groups actually camped at the two scout areas following requests that were referred to the Scoutmasters. Also the scoutmasters received requests directly from groups who had heard about these areas from sources other than the Seashore and which are not included in the above figures.



that the Wellfleet Police be informed ahead of time of any group using the campsite. He stated the Seashore has been very cooperative with the Wellfleet Boy Scouts, and they will continue to cooperate wherever they can with the Seashore.

As Mr. Bean explained, so far through fine cooperation with the Boy Scouts of Wellfleet and Truro, the Seashore has managed to satisfy these requests and stayed clear of allowing group camping in the Seashore. However, the demand is building up for this type of camping in the Seashore. He presented a report on types of requests.

Mr. Brownell stated the Commonwealth at its various campsites sets aside specified areas for group camping. There are three at Nickerson State Park, one of which can accommodate 150, and seven at Myles Standish State Park in Plymouth County. Shawme Forest State Park has one, with none at Scusset. Hawksnest State Park in Harwich, when operating, will also provide for group camping. Mr. Brownell said that the State Parks have had to clamp down on neighborhood groups calling themselves organized groups using these specified areas. He said there would be no problem in providing group camping during the off-season, but there would be difficulties during the summer months.

Mr. Bean said during the period between mid-November and mid-April that the Seashore has made some exception to non-camping by allowing very small groups to camp out on hikes on the beach, or young men from the Brewster Youth Camp on "solos" (camping alone) for a couple of nights, as part of



its Outward Bound type rehabilitation program. In all cases this has been checked out ahead of time with local police.

Following discussion of the matter, Mr. Nickerson stated he felt there was a real hazard if the Seashore generally opened up to group camping in a selective manner, for exclusion of some groups could cause resentment. He felt the Seashore should move very warily and continue to follow the procedures now being followed, such as recommending other sites such as the Boy Scout campsites and state parks, but no formal program of opening up the Seashore to group camping should be adopted, as it would defeat the main purpose of establishment of the Seashore for preservation. He personally felt he would be very reluctant to make any changes.

Superintendent Arnberger stated his only reason for bringing this up before the Commission was to alert them to the increasing pressure on the Seashore to allow group camping and to let them know how the Seashore so far has handled the problem.

Dr. Foster felt that sometime in the future the Seashore would have to identify some area in order to respond to these pressures, but he felt this type of use should be kept to a minimum. The problem will not go away, but will increase.

At this point, Dr. Foster and Mr. Brownell left the meeting to return to Boston by helicopter.



## 7. Highland Golf Course Status

Chief, Park Administration Swan stated that on July 6, the Town of Truro advised the Seashore that they were no longer interested in operating the golf course beyond the end of this year, when their concession contract expired, chiefly because of the need for substantial capital investment which the Selectmen felt the Town could not underwrite by itself. In view of this, a concession prospectus asking for proposals to operate the course has been drafted calling for the following: operation of the course and pro-shop from mid-June to mid-September; sales to consist of greens fees, golf instruction fees, golf equipment, supplies and equipment rental, with prices to be approved by Superintendent; purchase of existing inventory from the Town of Truro, valued approximately at \$4,000; operation and routine maintenance of existing water system; a rehabilitation and improvement program of not less than \$5,000 over a 5 year period with emphasis on landscaping and soil erosion prevention work (ground cover on fairways 4,5 & 6); maintenance of all facilities including the course, pro-shop and water system; new concessioner will pay a franchise fee on annual gross receipts, plus annual building rent of \$335; and new contract will be for a 5 year period. The prospectus will be forwarded to the Regional Office for review and to Washington for final approval and distribution. Offers as a result of the prospectus will be received by this office for evaluation, and ultimately the new contract will be issued by Washington. In the event there is difficulty in finding a new concessioner, the current contract has a provision for continued operation by the Town to allow time for the National Park Service to find a successor. The initial prospectus five years ago resulted in two other offers besides the Town of Truro.





Selectman Perry of Truro stated that sadly the Town had made the decision to give up the operation of the course, for there are many problems, with the basic one the need for a substantial outlay by the concessioner which the Selectmen felt the Town could ill afford at this time. The water system is very inadequate and can only handle three greens at one time. While he felt the greens were in fairly good shape now, the fairways are in poor condition and should be watered in the future. The new prospectus requires the applicant to take over the water system not only for the golf course but the Highland House and four private residences. The Town also feels the prospectus requirement of \$5,000 improvement program over five years will decrease the returns to the Town, which have been decreasing each year, since the best year in 1969. Operating as it is now, there is a very thin line between profit and loss. The present manager of the golf course is no longer interested in continuing as manager, so the Town will have to look elsewhere. Also the new manager would probably insist on a larger salary and would not put in as much time on his own as the present manager. If play could be increased and greater local interest shown, the golf course could provide more revenue. Mr. Perry said the Town is willing to talk if there could be any evidence of financial help toward capital expenditure.

Mr. Arnberger stated that, while there is a great deal of upgrading necessary, the Seashore is in no position at this time to provide any substantial capital investment, and feels that any major upgrading of the golf course should be tied in with the accomplishment of the Development Concept Plan of the Highland Light area. At that time the concessioner might make a



substantial investment phased in with the Seashore's development, and in return could be granted a contract for a longer period of time. In the meantime, it is principally a holding operation.

Mr. Perry said the Town is very much interested in seeing the golf course continue even if the Town does not operate it, and would continue to operate it on a temporary basis if necessary. He reiterated the Selectmen feel that the Town should not undertake such a large liability and operate in the red. It was pointed out, in case of no takers, that the Town under an interim situation would continue the operation with no requirements that any money be put into it. In order to keep the golf course from deteriorating completely, it will be necessary that daily care be given it during the summer season.

Dr. Nickerson wondered if it might be just as well ecologically if there were no one interested in continuing the concession for the Seashore to give some consideration to returning the land to its natural state, particularly if there is no Highland Light development within the next four or five years and since there appears to be little local interest. Mr. Carleton felt the location of the golf course was excellent and should be continued, if at all possible. It was further brought out that initially the Town greatly desired the concession as a source of revenue to take the place of former tax income when the golf course was in private ownership, and it was on this basis that the Commission supported the operation by the Town.



## 8. Review of Acquisition of Post-1959 Properties

Land Acquisition Officer Meyer stated there are 79 tracts of post-59 property under contract for appraisal, covering roughly 108 acres, and 55 appraisals have been completed on these, but have yet to be approved. There are another 10 tracts, for which there remain questions as to when they were built. In these cases, the burden of proof is left up to the owner. For these post-59 owners, it has been decided they will be offered a 25 year term of use and occupancy. There are certain terms and conditions connected with this, some of which Mr. Meyer listed briefly, such as: the occupants will keep the premises and buildings in good condition; no timber shall be cut without authorization by the Superintendent; no changes shall be made in the topography of the land without same authorization; no new buildings may be constructed, erected or moved onto said lands or any alteration or improvement undertaken without prior written approval by the Secretary of the Interior or his representative.

As presently proposed, post-59 properties would be purchased by the Government, and the former owner would be offered the opportunity to retain use and occupancy of it for up to 25 years. The value of this use, of course, would be deducted from the sale price of the property. It is likely that during this period of use the occupant may want to make certain changes to the structures. Guidelines are needed as to what changes and alterations would be acceptable. Presently the only guidelines available are the zoning standards for the Seashore District which apply chiefly to privately owned "improved" property and would not necessarily be applicable to post-59 properties after they have been acquired by the



Government.

In preliminary consideration of the post-59 property problem the Seashore had tentatively proposed applying the zoning regulations relating to "improved" properties as a guideline for what would be permitted in the way of alterations and changes for post-59 properties during the period of occupancy and use to be granted for such properties. What is proposed for post-59 property should be no more lenient than the rules for "improved" property, especially since the granting of a period of occupancy and use is an administrative determination, not required by the Cape Cod Act.. Mr. Arnberger stated that he felt a general policy statement on what changes of post-59 property would be acceptable was needed as a guideline to the Superintendent in considering individual proposals. This would be helpful in providing consistent and fair treatment for all.

As further background information on this subject each Commission member was provided with a copy of a suggested policy statement relating to proposed alterations or other improvements of post-59 properties during the period of retained occupancy.

Mr. Nickerson expressed his opinion that, to qualify for the 25 year use and occupancy, a building must remain substantially on its present location, except where extreme hardship is involved, such as imminent loss by erosion. He felt the policy should permit minor improvements to the property at the occupant's expense so long as it remains substantially in its present location. This would require developing a new policy statement or guideline for post-59 properties separate from the zoning





regulations for "improved" property.

Following this, a lengthy discussion followed relating both to general policy guidelines and specifically to the construction proposal of Dr. Martin Peretz. It was felt that a bad precedent would be set, if the Peretzes were allowed to go ahead with their plans and that all other 79 property owners in the post-59 category would be watching the outcome with great interest. There was definite consensus that the suggested guidelines for post-59 properties developed by the Seashore were far too liberal in proposing to follow the same zoning regulations as apply to "improved" property. This would permit moving and major remodeling and enlargement of post-59 structures which the Commission felt was not in keeping with the intent and spirit of the Cape Cod legislation.

Mr. Arnberger explained that this was why the subject had been brought before the Commission and why the Commission had been asked to review the Peretz proposal. He said, however, that presently Dr. Peretz is quite within his rights, as he owns land, has an approved building permit from the Truro Planning Board and could start construction anytime. However, Mr. Arnberger indicated that, while this may be legal, it appeared to be contrary to the original intent of the Act of Congress establishing the Seashore and he felt the advice of the Commission would be helpful. Normally such construction would be stopped by condemnation.

The possibility of taxing the value of the retained use and occupancy of these post-59 properties after acquisition by the Government was also discussed. Mr. Arnberger explained there is nothing in the Federal law which prevents this, but the State would have to pass legislation



authorizing towns to tax the possessory interest of the occupants. Mr. Perry will look into this and possibly start the ball rolling to have this considered by the State Legislature next year.

The final concensus of the Commission was that building guidelines for post-59 properties should be considerably more stringent than the zoning regulations for "improved" properties. Structures should remain substantially in their original location and changes should be limited to those of a minor nature. Proposed additions should be limited to not to exceed a certain percentage of the floor space of the original structure - possibly 25%. Proposals for moving of buildings for reasons other than hardship and for major alterations, additions and expansion should be denied. Where such construction is threatened, condemnation should be used if necessary and no use and occupancy should be granted. Any loopholes should be closed as quickly as possible.

#### 10. Agenda Items and Date for Next Meeting

November 3 was set as the date for the next meeting.

There being no further business, the meeting was adjourned at 5:20 pm.





